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August 2023  
Issue 153



# Model World

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Siegfried Schnell

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1/32  
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## WELCOME TO ISSUE 153

**W**ith all the advances in moulding technology available to modellers via new toolings (not to mention the luxuries of resin casting, 3D-printing and photo-etched brass), it may surprise some that older kits are still incredibly popular. There's certainly a lot of nostalgia for those who remember building these items decades ago (I count myself among that horde), but I've also noted their popularity among younger modellers. Arguably these are simpler in terms of construction

(although the fit might not be ideal) than more modern offerings, which adds to their appeal.

Airfix has seized on this mix of nostalgia and interest with its *Vintage Classics* range, and it's certainly given me much food for thought about future projects. It's not just a case of rekindling mostly fond memories, but also the ability to take advantage of modern materials and techniques to get the best from those old parts.

One other benefit of these kits is the evocative artwork – Airfix featured many such pieces from renowned artist Roy Cross. A fine example of his talent takes

centre stage on this month's retro cover, heralding our build of Airfix's 1/72 F-80 Shooting Star.

We're also delighted to preview the firm's latest 1/35 release, the Ferret Mk.2 in the News section, with a full build to follow next month. Accompanying these is a bevy of new toolings; Editor at Large Chris Clifford offers an exclusive build of Das Werk's recent 1/35 Trippel SG 6/38 Schwimmwagen. This is joined by Academy's 1/48 A-10C Thunderbolt II, a stunning 1/12 Lancia Delta HF Integrale from Italeri and the 'what-might-have-been' Saunders-Roe SR-1/A jet

floatplane fighter by Xtrakit.

We're also delighted to present the first in a new series of articles where we select ten of the top kits for a given genre – the first being the United States Air Force. It's intended as a source of inspiration for building on a theme, rather than a definitive list, and we hope it prompts lively discussion.

Enjoy the issue!

**Stu Fone, Editor**

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The average sale for the period Jan – Dec 2022 was **16,298** print and digital copies monthly.



# CONTENTS

## REGULARS

### 06 News

The latest from the world of scale modelling, including an exclusive preview of Airfix's 1/35 Ferret Scout car, ICM's down-sized 1/72 OV-10 Bronco, A&A Models' fresh 1/72 Hawk 200 and Thunder Model's 1/35 Morris C9 Gun Truck.

### 12 Show Guide

Our handy at-a-glance guide to 2023 model show dates.

### 14 Free Gift

Subscribe to AMW and receive a free bookazine – our dedicated guide to modelling the Blackburn Buccaneer.

### REVIEWS: ON THE SHELF

90 Books

92 Aircraft

98 Military

100 Auto

102 Decals

106 Accessories

### 114 Display Case

This month's reader feature covers everything from racing machines to 'scrappers' stripped of parts – all in model form.







## FEATURES

### 16 Basic Build – “Brrrrrrrrrrt Time!”

Academy's newly tooled 1/48 A-10C Thunderbolt II has the potential to provide modellers with the first accurate 'Charlie' model in the scale, so Mike Williams was excited to examine it.

### 24 Out and About – Scale Delights in Perth

Editor Stu Fone crossed the border to visit the Scottish Nationals Model Show in Perth, and reports on the delights of the country's largest modelling event.

### 28 Intermediate Build – Special Stage Superstar

The latest addition to Italeri's growing range of 1/12 automotive kits, the stunning Lancia Delta Integrale HF rally car, is built in classic Martini Racing livery by Alan Price.

### 38 Intermediate Build – Silver Swimmer

Chris Jones is fascinated by a dive into Xtrakit's 1/72 Saunders-Roe SR.A/1, the first kit depicting this jet-powered flying boat prototype.

### 46 Ten Top – USAF Kits

In a new feature, AMW's editorial team selects ten of the best kits depicting US Air Force machinery to inspire your projects.

### 48 Exclusive Build – Trippel the Fun

It may look like a shoe, but the Trippel SG6/38 Schwimmwagen is the subject of Das Werk's new kit, examined in an exclusive build feature by Chris Clifford.

### 56 Out and About – Back in Full Swing

We head stateside as Walter Schlueter describes how the American model show scene is getting back into its stride, as evidenced by the North Virginia Modelers Model Classic event.

### 58 Basic Build – Twinkle Twinkle

This month's cover build covers a little star: Airfix's 1/72 F-80C Shooting Star. This stellar *Vintage Classic* takes Mike Williams back to his modelling youth.

### 66 Intermediate Build – On a Crusade

In his first build for AMW, Jack Homewood uses Eduard's re-boxing of the Hasegawa-tooled 1/48 Vought F-8E Crusader to replicate a VF-162 'The Hunters' airframe.

### 74 Advanced Build – Blaze Brothers (Part 1)

John Paulding presents the first instalment of a two-part feature on replicating Vietnam-era US Army flamethrowers, here building Dragon's 1/35 M132 with additional detail.

### 82 Conversion Build – Meant to Be?

A Freightdog conversion set designed for KP's 1/72 Hawker Tempest allows Matthew Porter to depict a stunning prototype that never left the drawing board: the P.1027.

# WIN

Turn to page 44 for your chance to win Italeri's 1/12 Bugatti Type 35B kit worth £174.99.





**FIRST  
LOOK**


## FABULOUS 1/35 FERRET FROM AIRFIX

IT DOESN'T seem that long ago that Airfix surprised many modellers with the announcement of a new-tool 1/35 Ferret Scout Car Mk.2, but the test-shot has now arrived and it's a stunner.

Airfix has already taken several tentative steps into the heavily competitive 1/35 armoured vehicles

market, starting with a Cromwell Mk.IV and VI in 2021, followed by an Austin K2/Y ambulance last year. Arguably, though, the Ferret marks a major move forward as it is the first styrene kit of the type in this scale.

This initial boxing (A1379) depicts the Ferret Mk.2 variant, which

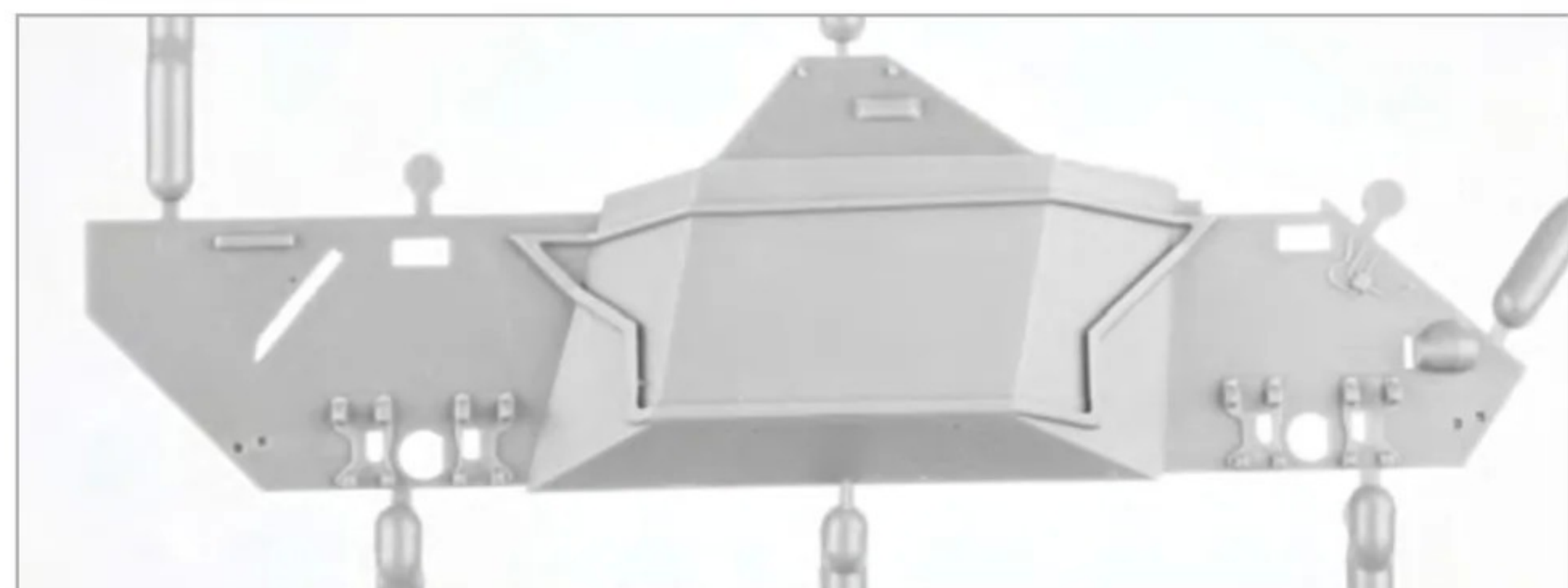
had a turret capable of mounting a 7.62mm Browning machine gun, but there are two distinct sub-types that can be built from the box. The most visible difference is the presence (or lack) of the armament, plus two different styles of stowage box on the right-hand side of the vehicle. The alternatives extend to

the interior, with different radio fits for the operational – as opposed to training – vehicles.

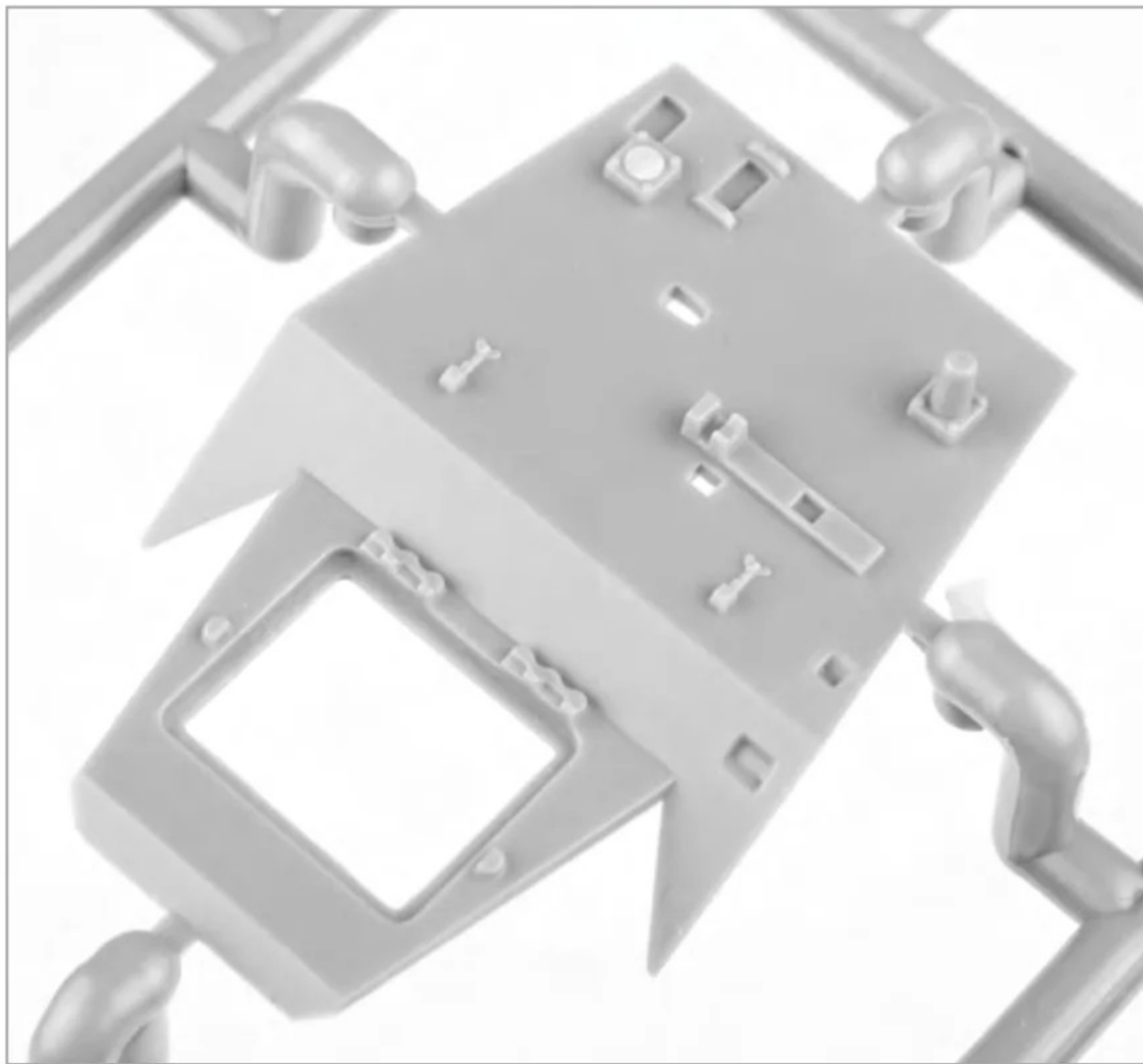
The kit comprises six styrene runners, including one for the vehicle lights, and all parts for this test-shot are moulded beautifully in the increasingly familiar mid-grey styrene. Airfix's approach to the



Airfix







driver/radio operator, while the vehicle commander has a seat and spare ammunition for the machine gun. There's also a representation of the combined engine firewall and transmission cover, so while there's sufficient detail for most builders, the kit offers plenty of scope for those wanting to add their own refinement. All crew hatches can be assembled in the open/closed position and there's a choice of a turret either with or without armament. Other options include capped/uncapped smoke grenade launchers, a spare wheel lock or covering plate and differing types of rear lights.

Three markings choices are supplied, including a Cyprus-based vehicle in partial white camouflage:

- 02DA63, West Germany, August 1961
- 02DA19/White 25, British Army Training Unit Suffield, Canadian Forces Base Suffield, Alberta, 1980s
- 02DA36, 5th Parachute Brigade, British Army Overseas, Cyprus, 1974

This looks to be a superb little kit and at just £23.99 it offers great value for money. More on this and other Airfix products is available at: [www.airfix.com](http://www.airfix.com)



main hull and turret is for 'flat-pack' assembly, but this allows the accurate rendering of the Ferret's surface detail, from hinge lines on stowage box lids to reinforcing strips on the side panels. Other neat touches include jerrycans for fuel and water storage, both with the straps moulded integrally, and a full set of tools.

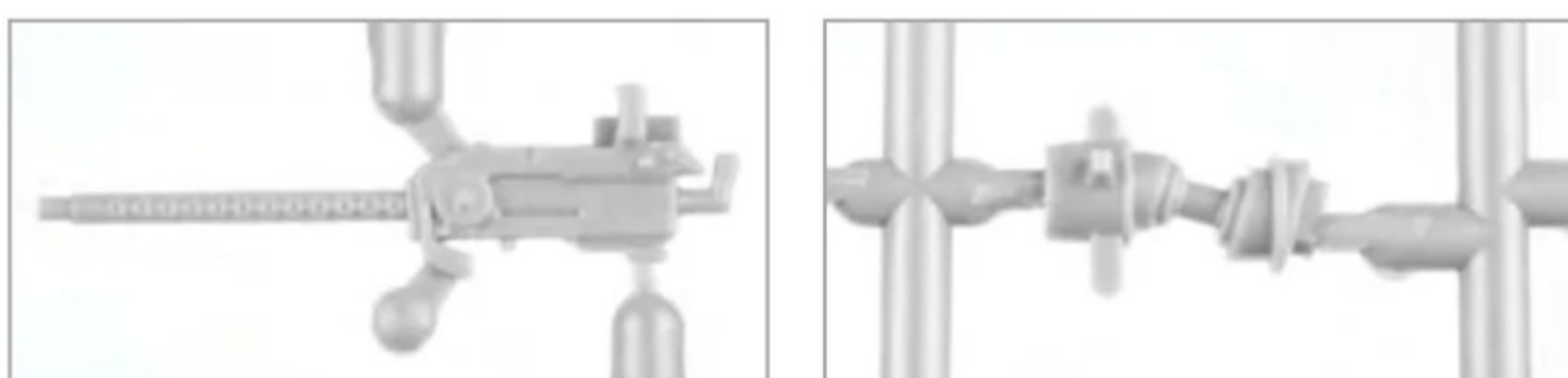
Standout items include the detailed suspension units for the individual wheels, each being composed of eight parts, while the wheels themselves appear spot-on when compared to reference photos. The tread is moulded crisply, although the tyres lack the usual 'flats' to simulate weight bearing as there's minimal indication of this effect on the real vehicle.

There's a commendable attempt at the shallow v-shaped unditching beam carried by later vehicles, which comes in three parts, although it should be an easy task to drill the deep indentations to replicate the appearance of the full-sized punched-steel plates. This is mounted on the glacis, along with the engineering tools and



fire extinguisher.

Interior detail focuses on the crew compartment: there's a seat and steering wheel (little else will be visible, even if all hatches are posed open), plus radio equipment for the



Build Your Dream!



03811 Beechcraft Model 18, 1:48



03814 Do 217J-1/2, 1:48



03817 Airbus A300-600ST "Beluga", 1:144



05670 Gift Set - US Air Force 75th Anniversary, 1:72



07056 Land Rover Series III LWB (Commercial), 1:24

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## AIRFIX RE-RELEASES AND VINTAGE CLASSICS



IT'S A busy month for Airfix, with six releases, comprising revised offerings of the 1/48 Vampire FB.5/9 plus 1/72 Bf 110, Me 262 and Gnat T.1, accompanied by two *Vintage Classics*: a Fokker DR.1 and

Bristol Scout Dogfight Double and the Auster Antarctic.

First is the return of the 1/48 Vampire as the FB.5/FB.9 (A06108, £33.99); parts are unchanged (the original F.3 release included the extended starboard intake and clipped wingtip components) with markings for three airframes. Parts are in a harder, darker grey styrene that seems to hold detail better, with options for raised/lowered flaps plus poseable elevators and rudder. Markings are provided for two FB.9s – WR120/U, 213 Squadron RAF, Deversoir, Egypt, 1954 and WR128/A, 502 (Ulster) Squadron, Royal Auxiliary Air Force, RAF Sydenham, Northern Ireland, 1955 – and a single FB.5: VX950/X-5A, Armée de l'air, France, 1959.

The firm's Folland Gnat T.1 (A02105, £11.99) is a straightforward re-release, with unchanged parts – offering excellent interior and external detail – and decals. The schemes are: XS100/57, 4 Flying Training School, RAF Valley, Anglesey, in 1970 and a rendition of the aircraft seen in the Hollywood comedy *Hot Shots* (although technically the latter were single-seaters).

Airfix's Messerschmitt Bf 110E

Trop (A03081A, £17.99) hasn't been around much, with this boxing being the first re-release of the sub-type. Parts are unchanged, with decals for 3U+FR, 7./Zerstörergeschwader 26, Derna, Libya, 1942 and a 13.(Z) JG 5 machine based in Norway during 1941.

Previously available separately, the Messerschmitt Me 262A-1/A-2 (A03090A, £17.99) provides the parts for both versions in one package, plus fresh schemes. The first is Me 262A-1a WkNr 110956/White 17, III./Ergänzungs-Jagdgeschwader 2, Lechfeld, Bavaria, April 29, 1945, while the second is WkNr 500200/Black X of 2./KG 51, on May 8, 1945 at Faßberg, Lower Saxony.

Now more than six decades old, Airfix's Auster Antarctic kit (A01023V, £6.99) has been reissued in the popular *Vintage Classics* series, being moulded in the harder, grey plastic... but the detail remains the same and is what you'd expect for 1958. With just five build stages (including the alternative wheel/ski/float arrangements), the kit looks simple, but it provides an ideal canvas for adding extra detail. Just one colour scheme is supplied, for Transantarctic Survey airframe WE600, via Airfix's superbly printed

decals, which are thin and feature gloss carrier film.

Last, but by no means least, the original Airfix 1/72 Dogfight Double – offering the Fokker DR.1 and Bristol F.2B – is available as a *Vintage Classic* (A02141V, £10.99). As you'd imagine, the detail levels are commensurate with the 1950s, being basic in execution. Airfix repeats the original colour schemes, so the F.2B is airframe E.2581/13 of 39 (Home Defence) Squadron, North Weald, Essex, in September 1918, while the DR.1 depicts 425/17 as flown by 'Red Baron' Manfred Freiherr von Richthofen, while he was Kommandeur of Geschwader 1 in March 1918.

All releases are available direct from Airfix: [www.airfix.com](http://www.airfix.com)





# LIGHT UP ACCESSORIES



Type 82 Kübelwagen and Hillman light utility vehicle (known affectionally as a 'Tilly') with both featuring a separate internal component. Glazing is suggested as being applicable using Microscale's Kristal Klear or similar. Both of these vehicles are available in 1/144 and 1/72, priced at £3 or £6 respectively.

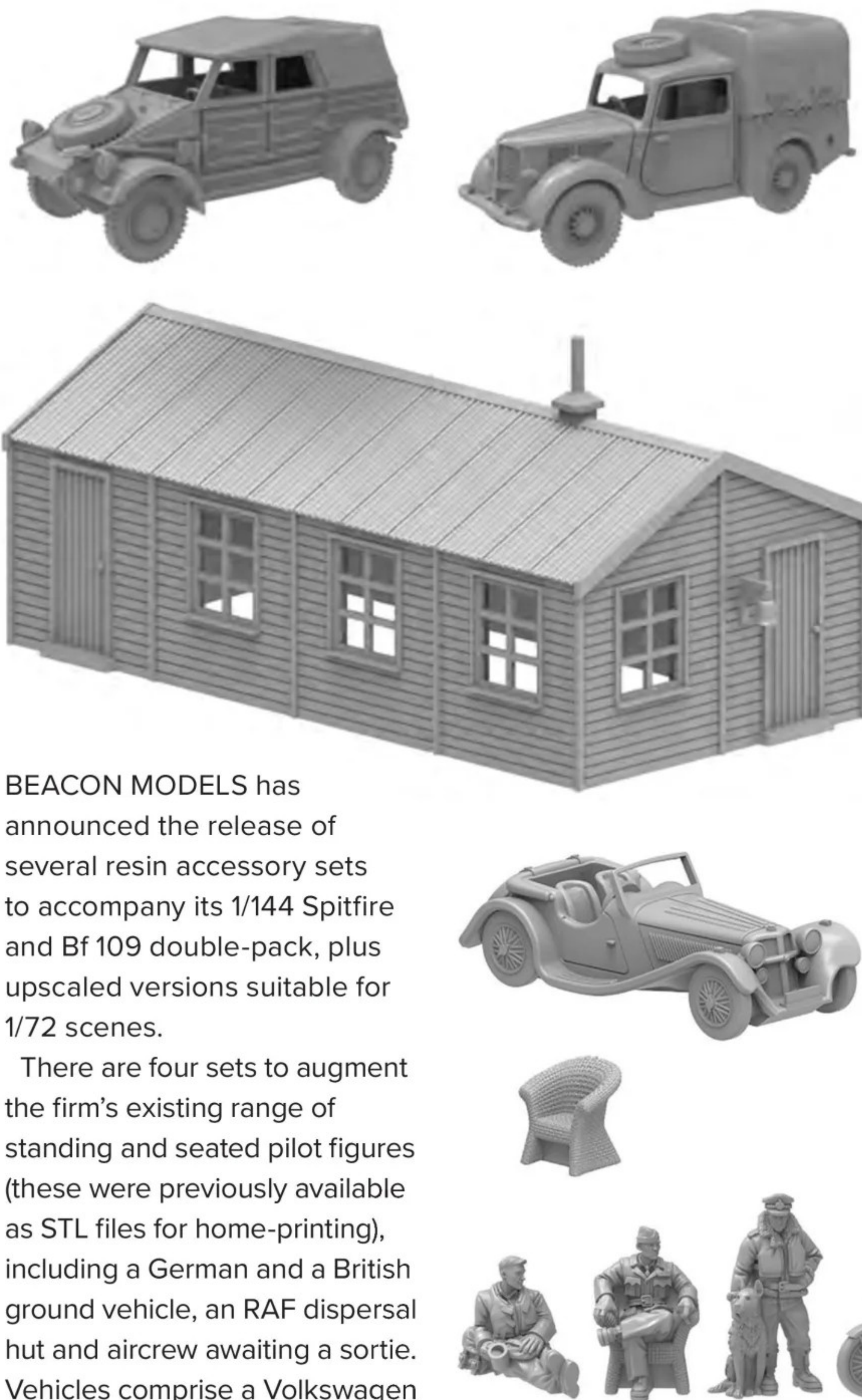
Largest of the sets is an RAF dispersal hut, a temporary or pre-fabricated structure used to spread materiel and crew around an airfield to prevent catastrophic losses in a single area. This example is a wooden building with a corrugated tin roof and stovepipe chimney although, sadly, there's no interior or glazing. In 1/144 scale the hut is priced at £5, with a 1/72 equivalent at £16.95.

Completing the selection is a set of six aircrew figures, supplied with one individual riding a motorcycle plus wicker armchairs and a sumptuous Jaguar SS sports car. Poses are the aforementioned rider, an airman gesticulating as if preparing for flight, a figure standing with a dog and another stood at ease, a pilot sitting in one of the chairs and a final man lying on the floor. The car is a one-piece replica. Prices are £12.95 and £25.95 for the 1/144 and 1/72 versions respectively.

All these accessories, the firm's kits and decals are available from: [www.beacon-models.com](http://www.beacon-models.com). More information is at: [www.keymodelworld.com/beacon-models](http://www.keymodelworld.com/beacon-models).

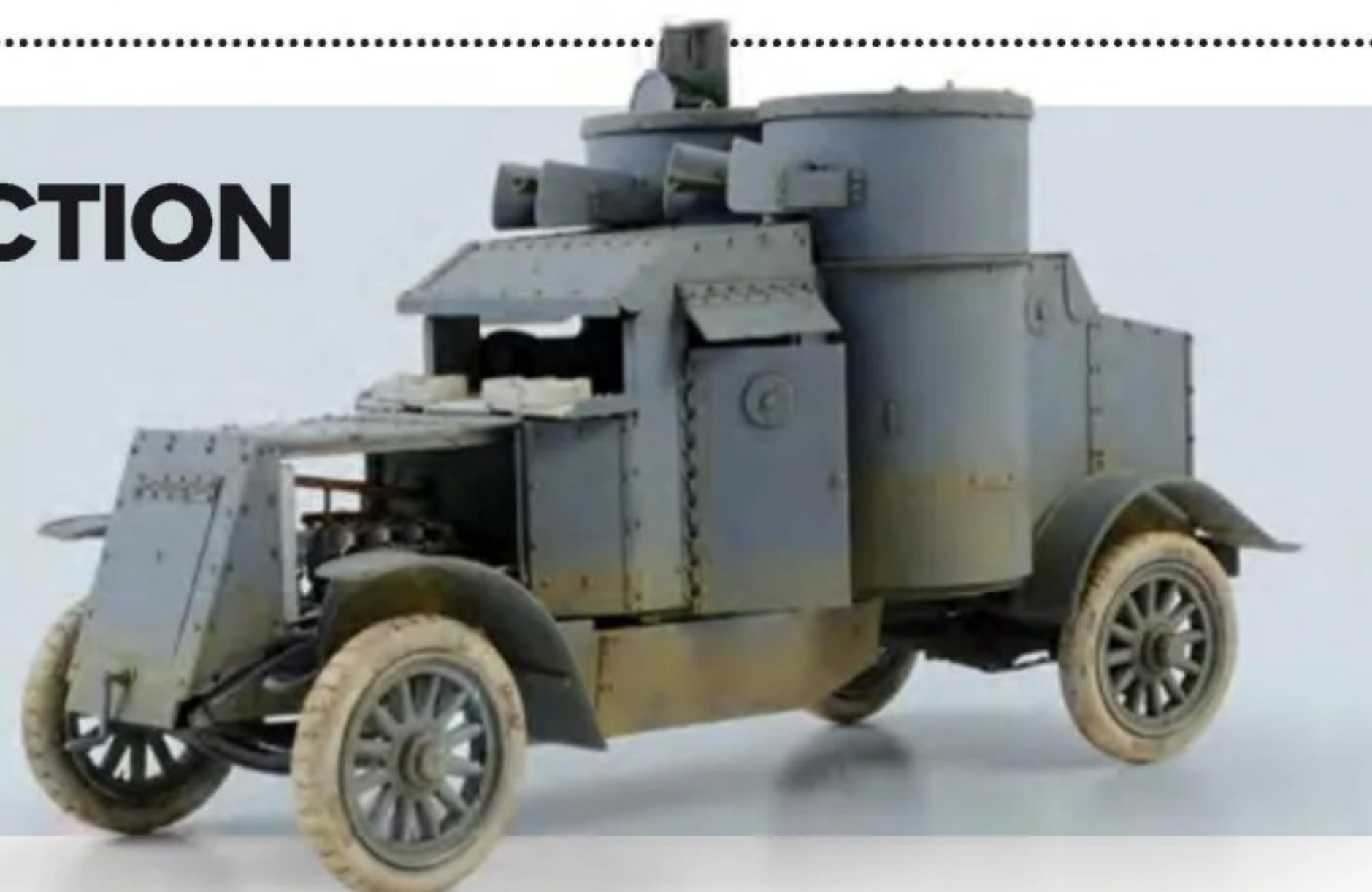
BEACON MODELS has announced the release of several resin accessory sets to accompany its 1/144 Spitfire and Bf 109 double-pack, plus upscaled versions suitable for 1/72 scenes.

There are four sets to augment the firm's existing range of standing and seated pilot figures (these were previously available as STL files for home-printing), including a German and a British ground vehicle, an RAF dispersal hut and aircrew awaiting a sortie. Vehicles comprise a Volkswagen



## ARMED CAN CORRECTION

In July 2023's *Airfix Model World*, we misidentified the builder of the MiniArt 1/35 Austin Armoured Car, which should have been Cristian Lupu. Our apologies to Cristian and our readers for this mistake.



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# ICM BRONCO NOW IN 1/72 SCALE



HAVING PLEASED legions of modellers with its 1/48 Bronco, Ukrainian firm ICM has now produced a newly tooled 1/72 example of the OV-10A.

Kit 72185 is not simply a scaled-down version – it has the same luscious detail but on rearranged runners, with selected parts being moulded integrally with others instead of separately. All the delicate panel line engraving is present and rivets are represented in recessed form. The same mix of

armament is provided, comprising LAU-33, LAU-10A, LAU-68 and LAU-69A rocket pods, Mk.81/82 low-drag and Snakeye bombs (also with fuze-extendors), plus Mk.77 napalm tanks and 150gal fuel tanks. Arguably, the detail overall appears more impressive in this scale, and it's particularly impressive that the moulded-detail instrument panels and side consoles are present along with decals, instead of ICM simply opting for the latter on flat panels. The only features missing from

the 1/72 cockpit are seatbelts, but these can be fashioned from scratch or emulated using aftermarket parts. Glazed components for the canopy comprise four crystal-clear items.

Smartly printed decals (thin, on gloss carrier film) are supplied for four different OV-10As:

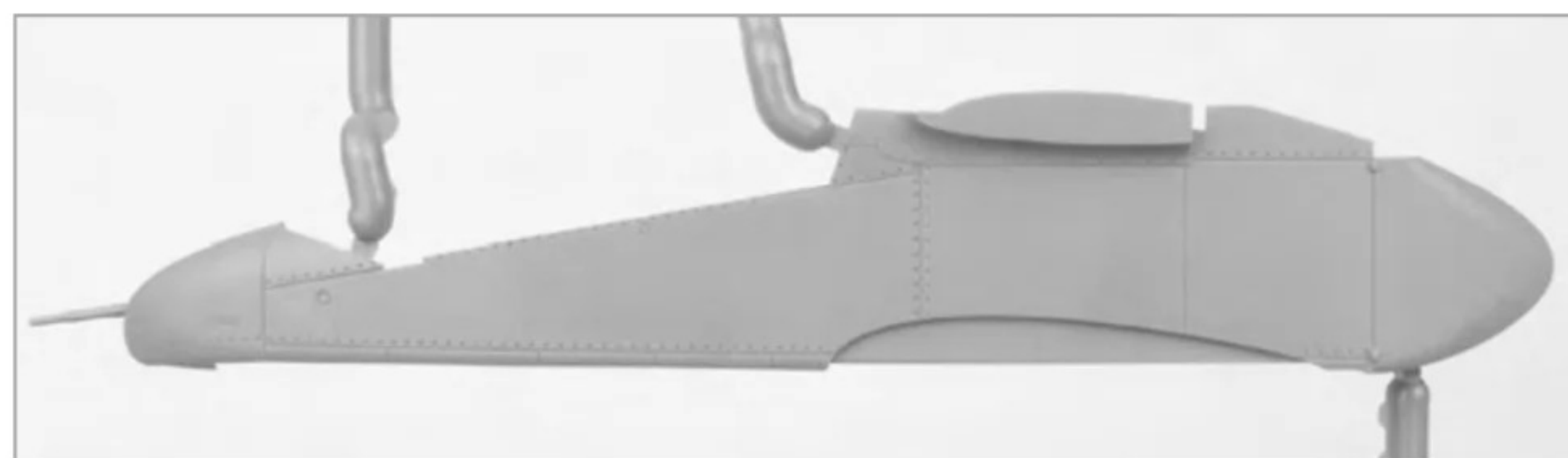
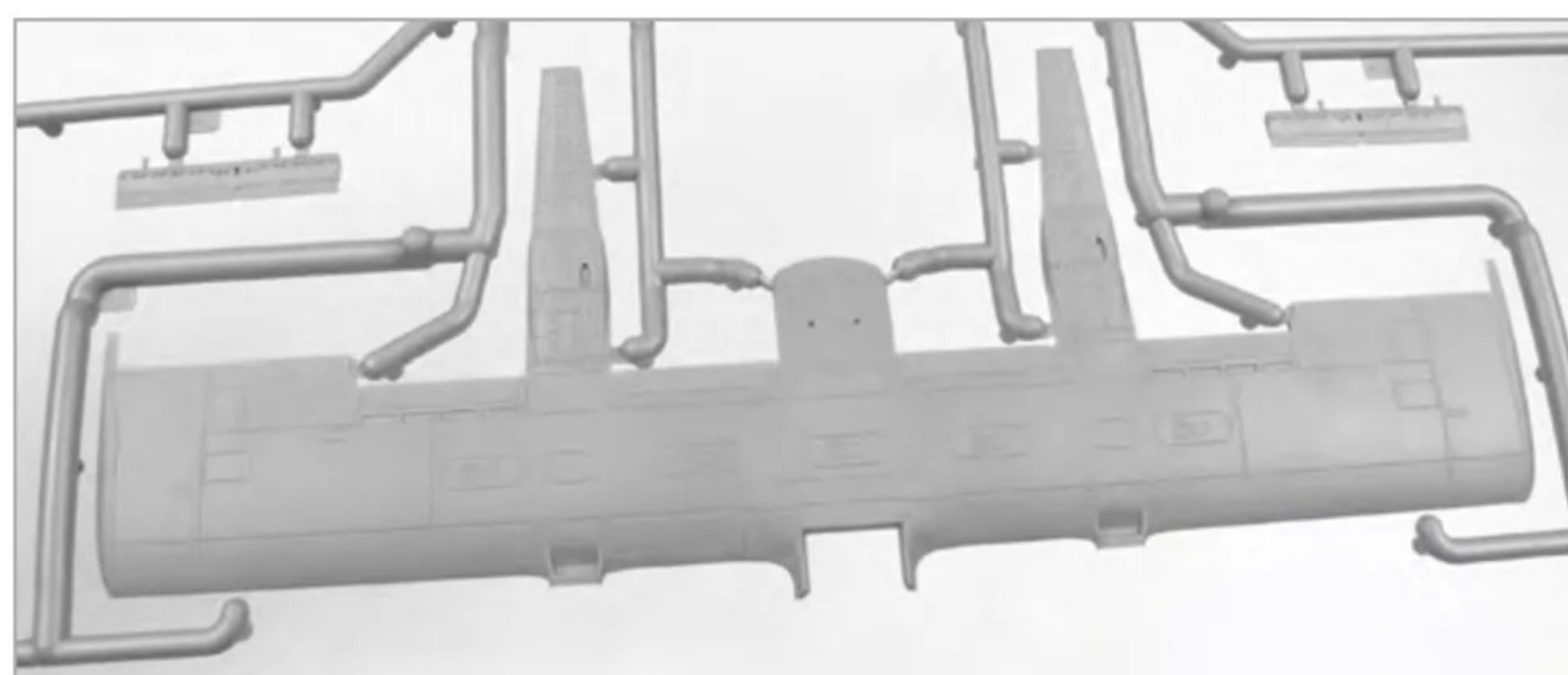
- 155427/33, VMO-2, US Marine Corps, Marble Mountain Air Facility (Da Nang East), South Vietnam, 1969
- 155495/UM, VAL-4 'Black Ponies', US Navy, Binh Thuy,

South Vietnam, 1969

- 67-14649 *Lois Little I*, 20th Tactical Air Support Squadron, USAF, Da Nang, South Vietnam, 1972

- 155472/107/UM *Gandalf The Only Wizard*, VAL-4, US Navy, Binh Thuy, South Vietnam, 1972

Many modellers have been hoping that ICM would down-scale its 1/48 Bronco and their wish has been fulfilled relatively quickly, with an OV-10D+ planned for release later this year. Meanwhile, the 1/72 OV-10A is priced at £29.80 from UK importer Hannants.



## THUNDER MODEL 1/35 MORRIS BOFORS C9/B LATE



THUNDER MODELS' new-tool kit of the British Morris Bofors C9/B Late anti-aircraft vehicle should set many military modellers' pulses racing.

This combo set (35209)

contains a wealth of highly detailed styrene, supplying more than 560 components on 13 runners, along with superb one-piece cast resin wheel/tyre parts and photo-etched brass pieces. A complete engine

is provided, along with every other item you'd see on the vehicle, including leaf-spring suspension. Many pieces vary from small to tiny, so this is not the preserve of the novice or intermediate modeller, especially due to the inclusion of PE.

It seems as though Thunder Model has not missed a trick, as you also receive a full array of conical stabilising units with pantograph frames and adjustment wheels – these can be portrayed in either the stowed or firing position. Meanwhile, the gun platform is highly detailed, building on a well-moulded framework that supports treadplate-adorned floor segments. The gun breech and its carriage is impressive, the former being equipped with a moulded styrene recoil spring. Teeth on the elevation plate are delicately rendered, the

recuperators have separate pistons, there's seating provided for the gunner and loader and you even get the weapon's full sighting system.

There are two colour schemes supplied, for vehicles assigned to the British 1st Infantry Division in Italy and the 119th Light Anti-Aircraft Regiment, 15th Scottish Infantry Division, in northwest Europe, both during 1944. Decals are bright and well-printed for the most part, save for the yellow items, which look slightly too dark. Ultimately, this kit – which costs £53.95 – offers a detail bonanza and will appeal to the growing numbers of modellers who favour a high parts count. Thunder Models kits are available from Albion Hobbies ([www.albionhobbies.com](http://www.albionhobbies.com)).



## A&A MODELS' NEW-TOOL HAWK 200



MODELLERS WHO'VE been craving a modern 1/72 Hawk 200-series styrene kit have been answered by Ukraine's A&A Models.

Until now, Matchbox's 1986 tooling was the only available styrene kit. This all-new 1/72 Hawk 200 (7227) from A&A features two schemes: for prototype ZG200 and pre-production airframe ZH200. The firm has also issued ZJ201 (7229) and has plans for an Indonesian/Malaysian model (7231). This is a limited-run product, lacking locating pins on major parts,

with occasionally soft detail and rough surface texture. Panel line engraving is mostly consistent, faltering in neatness here and there, though. Eight runners – seven grey and one clear – carry 140 components, which is generous considering its size.

The cockpit is busy, with a tub, rear bulkhead and avionics boxes, separate side consoles, a floor extension and an instrument panel. However, there's a problem with the seven-piece ejection seat as it replicates a Martin-Baker Mk.4, whereas Hawk 200s used the Mk.10LH, so modellers must

source a replacement. Other interior features include a two-part exhaust tube with a vane/blade assembly, front bulkheads and the roof of the nose undercarriage bay, plus there's a clever rotating pin system to allow moving horizontal stabilisers, with two vertical tails included (with/without radar warning receiver). Landing gear can be posed down or retracted, while the airbrake and canopy can be fitted open or closed. There are minimal stores: a centreline gun pod, underwing drop tanks and AIM-9s (although these are best replaced by aftermarket items). The decals are splendid – thin, gloss carrier film is evident and there's a multitude of stencilling. Modellers will be delighted to have an alternative to the Matchbox kit, but A&A's Hawk 200 will take effort to produce a quality replica and its limited-run format will be challenging for the beginner. The kit is available in the UK from Hannants, costing £29.70.

## ALL-NEW DOUGLAS DC-8 FROM X-SCALE

IF YOU'RE into period jet airliners, you'll love the debut kit from Ukraine's X-Scale, replicating the DC-8-32 in 1/144.

In this boxing (X144002), the 178 styrene parts come on eight runners, plus one clear, joined by finely detailed resin engine silencers and pre-cut vinyl paint masks for the cockpit glazing. Passenger windows come in decal form rather than clear parts. The styrene exhibits sharp moulding throughout, along with delicate panel line engraving. Features include full aircrew seating and a raised-detail instrument panel, although, true to the kit's limited-run format, there are no locating pins on the fuselage halves. The JT4A-3 jet engines are most impressive, benefiting from interior blades



and separate cowlings lips, plus a choice of stowed/deployed ejector rings. Wheel hub detail is also good, with dainty spokes and brake units, while the main undercarriage elements are formed from five pieces. Markings are for Swissair airframe HB-IDA; the decals are super-thin and glossy, exhibiting

excellent register and provide colourful splashes of red and white fuselage trim and dark-blue legends.

There is much to work with on X-Scale's DC-8 and – courtesy of superb decals and scheme – this is a first-class debut, and costs \$36 direct from X-Scale (www.x-scalemodels.com)

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DB0078 Cockpit Green	DB0090 Beige Green	DB0127 US Ghost Grey	DB0155 Olive Drab
DB0106 Ocean Grey	DB0127 US Ghost Grey	DB0155 Olive Drab	DB0238 Red Arrow
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AA0583 Gunmetal	AA0610 Aluminium	AA0655 Scarlet	AA0669 Flesh
AA0669 Flesh	AA0672 Leather	AA0864 Cockpit Green	AA0936 Coal Black
AA0936 Coal Black	AA1242 Rust	AA1403 US Ghost Grey	AA1688 Olive Drab
AA1688 Olive Drab	AA6608 Italian Red		

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# SHOW GUIDE

At-a-glance model show calendar

KEY

Model Display  
Model Competition  
Trade Stands

Aircraft Display  
Military Display  
Automotive Display

Refreshments  
Free Parking  
Make 'N' Paint



## Romsey Scale Model Show

**Date:** July 16  
**Hosts:** Romsey Modellers  
**Address:** Crossfield Hall, Broadwater Road, Romsey SO51 8GL  
**Times:** 10am-4pm  
**Prices:** £4  
**Email:** tony@romseymodellers.co.uk  
**Web:** www.romseymodellers.co.uk



## July

### 9 North Somerset Model Show

**Hosts:** North Somerset Modellers Society  
**Address:** The Helicopter Museum, Weston Heliport, Locking Moor Road, Weston-Super-Mare, Somerset BS24 8PP  
**Prices:** Adults £12, concessions £10, children £6  
**Email:** john.annegarn@sky.com  
**Web:** www.helicoptermuseum.co.uk



### 15 Fen Model Show

**Hosts:** FMS Team  
**Address:** The Maltings, Ship Lane, Ely, Cambridgeshire CB7 4BB  
**Times:** TBC  
**Prices:** £10  
**Email:** TBC  
**Web:** https://fenmodelshow.co.uk/



### 23 BDAC Model Show

**Hosts:** Boscombe Down Aviation Collection  
**Address:** Boscombe Down Aviation Collection, Hangar 1 South, Old Sarum Airfield, Salisbury SP4 6DZ  
**Times:** 10am-4pm  
**Prices:** Adults £10.50, concessions £9, children £6.50  
**Email:** tufti882@icloud.com  
**Web:** www.boscombedownaviationcollection.co.uk



### 30 Essex Modeller's Show

**Hosts:** IPMS South East Essex, IPMS Hornchurch and Chelmsford, and MAFVA Essex  
**Address:** Hannakins Farm Community Centre, Rosebay Avenue, Billericay, Essex CM12 0SZ  
**Times:** 10am-4pm  
**Prices:** Adults £4, children and concessions £2  
**Email:** wifflesnoop@yahoo.co.uk



### 30 IPMS Dundee Annual Show

**Hosts:** IPMS Dundee  
**Address:** Boomerang Community Centre, 10 Kemback Street, Dundee DD4 6ET  
**Times:** Saturday: 10am-5pm, Sunday: 10am-4pm  
**Prices:** Adults £5, children and concessions £3  
**Email:** gordon.short@tiscali.co.uk  
**Web:** IPMS Dundee Model Club (Facebook)



## August

### 13 North Devon Model Society Show

**Hosts:** North Devon Model Society  
**Address:** The Park Community School, Park Lane, Barnstaple, Devon EX32 9AX  
**Times:** 10am-4pm  
**Prices:** Adults £3, under 16s free  
**Email:** sera@staplesandvine.com  
**Web:** northdevonmodelsociety.co.uk



### 20 IPMS Farnborough Modelfest

**Hosts:** IPMS Farnborough  
**Address:** Hart Leisure Centre, Emerald Avenue, Fleet, Hampshire GU51 5HS  
**Times:** 10am-4pm  
**Prices:** Adults £5, under 16s free  
**Email:** modelfest@virginmedia.com  
**Web:** www.ipms-farnborough.co.uk/app/modelfest



### 20 West Cornwall Model Show

**Hosts:** IPMS West Cornwall and Cornwall Scale Modellers  
**Address:** Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE  
**Times:** 10am-4pm  
**Prices:** Adults £3, children £1.50, family £7.50  
**Email:** len.newman@yahoo.co.uk  
**Web:** Cornish Scale Modellers/ IPMS West Cornwall (Facebook)



### 26 Aberdeen Scale Model Show

**Hosts:** Aberdeen Modellers Society  
**Address:** Thainstone Centre, Inverurie AB51 5XZ  
**Times:** 10am-4:30pm  
**Prices:** Adults £7, children and concessions £3  
**Email:** show@aberdeenmodellers.co.uk  
**Web:** www.aberdeenmodellers.co.uk



### 27 Stoke Model Show

**Hosts:** Stoke on Trent Model Club (IPMS)  
**Address:** The Prestwood Centre, Stafford County Showground, Weston Road, Staffordshire ST18 0BD  
**Times:** 10am-4pm  
**Prices:** Adults £6, concessions £5  
**Email:** ipmsstokemodelclub@gmail.com  
**Web:** SOT Model Club (IPMS) Facebook



## September

### 2 Medway Model Show

**Hosts:** Medway Modelling Club  
**Address:** The Royal Engineers Museum, Prince Arthur Road, Gillingham, Kent ME7 1UR  
**Times:** 10am-5pm (last entry 4pm)  
**Prices:** Adults £12, children (Aged 5-16) £6, concessions £10  
**Email:** N/A  
**Web:** Medway Model Club (Facebook)



### 3 ASVC Wombourne Scale Model Show

**Hosts:** ASVC Wombourne  
**Address:** The Community Centre, Church Road, Wombourne, South Staffs WV5 9EZ  
**Times:** 10am-4pm  
**Prices:** TBC  
**Email:** neil-willis@sky.com  
**Web:** www.asvcmodelclub.co.uk



Please note, all events are subject to change and cancellation. These listings are collated from various sources and are believed to be correct at the time of going to press – check with organisers prior to attendance. If you're planning a model show, please email details in the format shown to: [stuart.fone@keypublishing.com](mailto:stuart.fone@keypublishing.com) Further information is available at: [www.KeyModelWorld.com](http://www.KeyModelWorld.com)

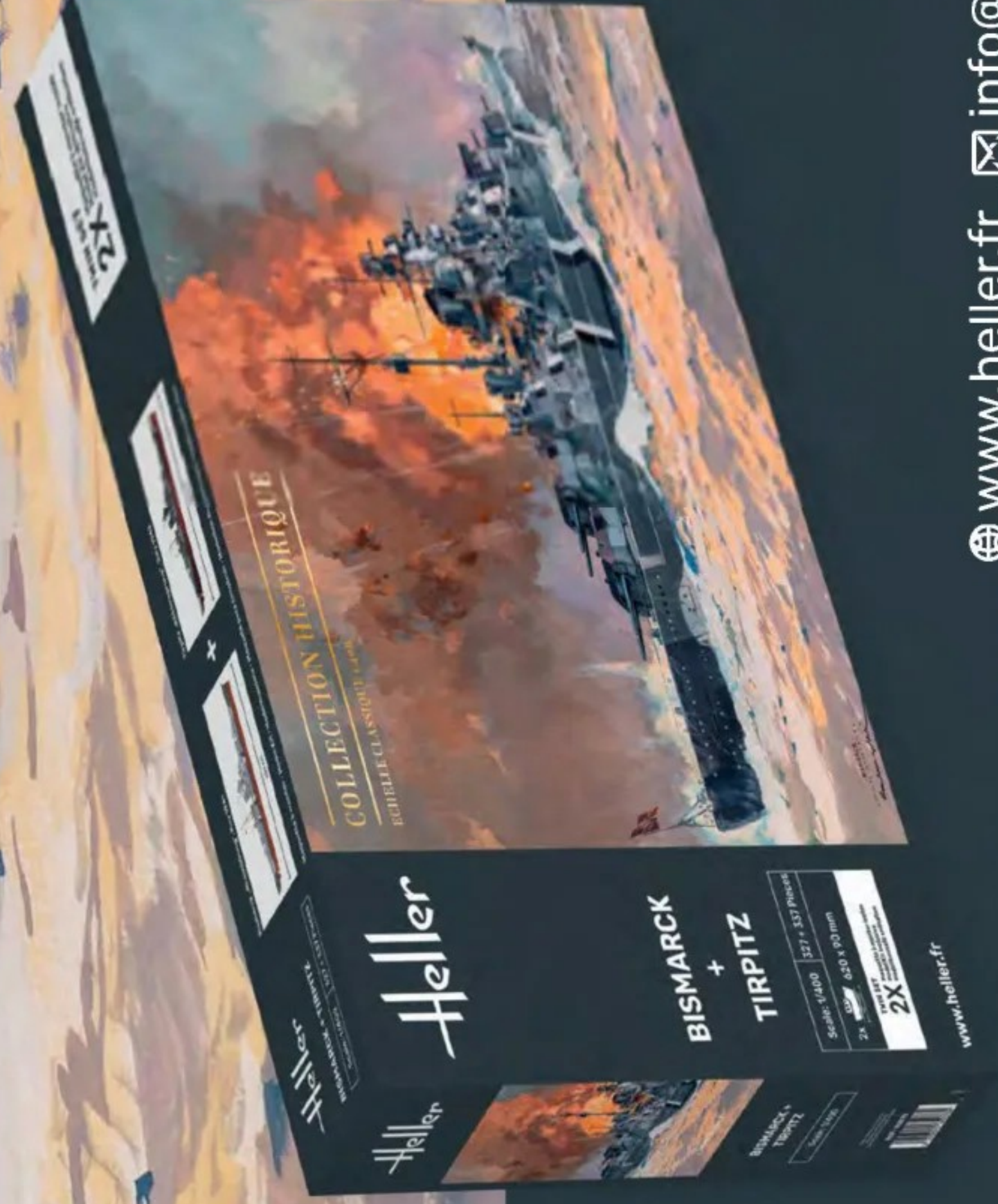


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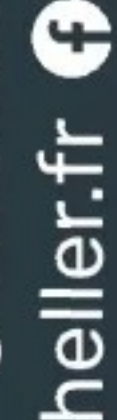
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# **"Brrrrrrrrrrrt Time!"**



**Mike Williams** couldn't wait to see what was inside Academy's new-tool 1/48 A-10C 'Warthog' kit

ver the years the venerable old 'Warthog' or 'Hog/Hawg' (as the A-10 is affectionately known) has

been a staple of most model manufacturer's catalogues in various scales.

Until recently, though, there has not been a completely accurate

A-10C or 'Charlie' model in any scale, especially in 1/48. For a true C-model there are airframe additions such as SATCOM and GPS antennas, plus electronic countermeasures 'lumps and bumps', while the cockpit receives a multi-functional display (MFD) digital layout. This meant there were great expectations for the new Academy tooling of the type.

## What is in the box?

Upon inspection it looked a highly detailed model, with all the C-model attributes present. There were finely scribed panels with plenty of raised rivets as befits the Thunderbolt, especially around the fuselage rear and engine housings. The latter is

where the only shortcoming is found; the engine faces for the TF34-GE-100 turbfans are not set deep enough into the housings. This is a common anomaly with

## MODEL SPEC

## A-10C Thunderbolt II

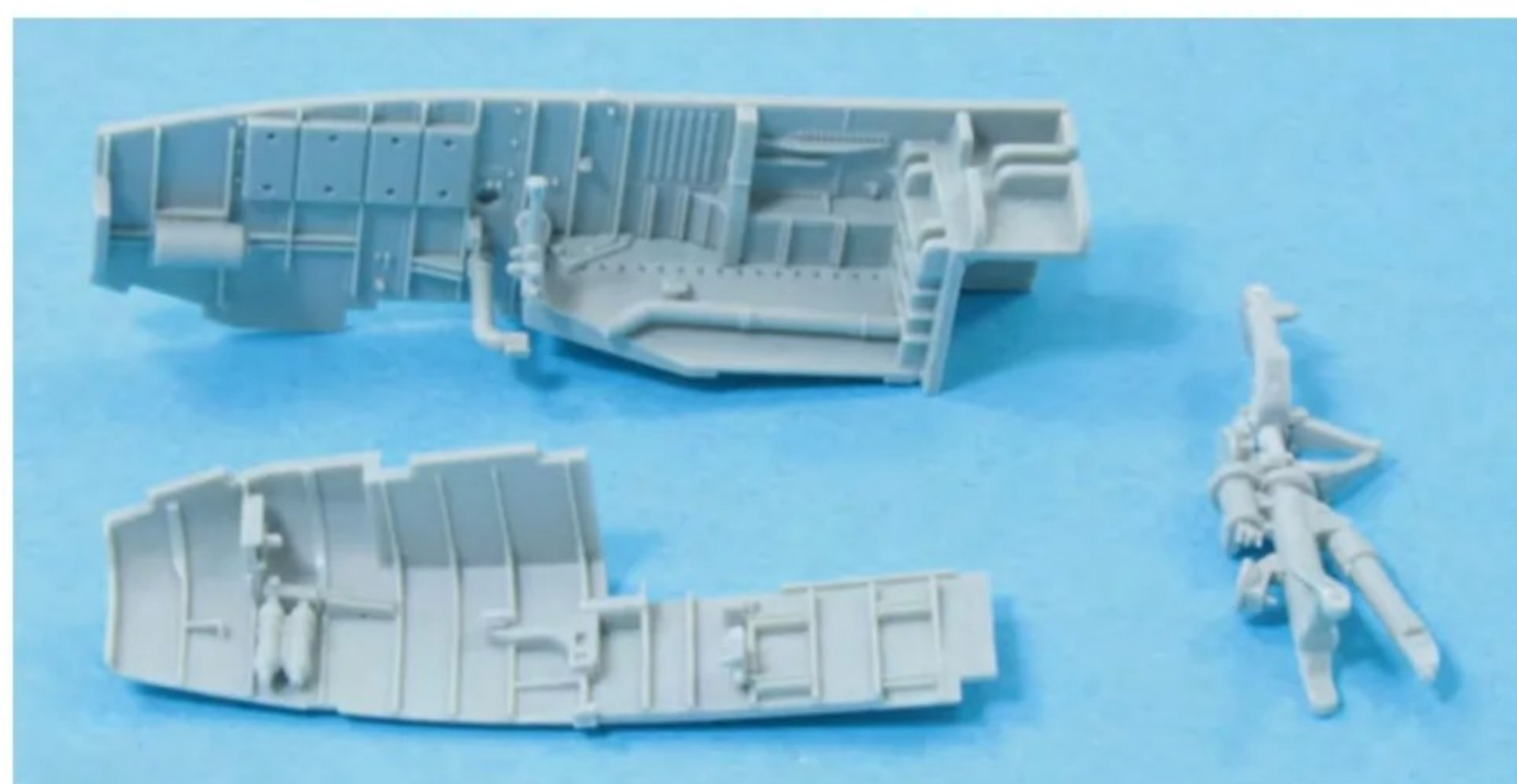
**By:** Academy

**Stock Code:** 12348

**Scale:** 1/48

**Price: £39.99**

**Available from:** [bachmann.co.uk](http://bachmann.co.uk)



▲ There were 16 parts for the nose undercarriage bay and landing gear leg, with everything fitting very perfectly, if a little tight in places. Once complete, however, it made for a perfectly accurate representation with a good scale depth.







**“This really is a state-of-the-art model”**



A-10 kits, so it was somewhat disappointing this was carried through to a brand-new tooling. There are already aftermarket sets to correct the issue, but they add

significantly to the weight of the rear fuselage – on an a kit type notorious for tail sitting.

But we digress, this really is a state-of-the-art model; the undercarriage legs, wheels and bays are all accurate, well moulded and intricately detailed. A plethora of stores is supplied, including: AGM-65 Maverick and AIM-9L Sidewinder missiles, LAU-68 rocket pods, GBU-38 JDAM, Litening targeting pod, centreline ferry tank, AN/ALQ-184 ECM pod, plus a pair of GBU-12 laser-guided bombs. Parts were supplied on the frames for a Sniper targeting pod as well, though this was not mentioned in the instructions.

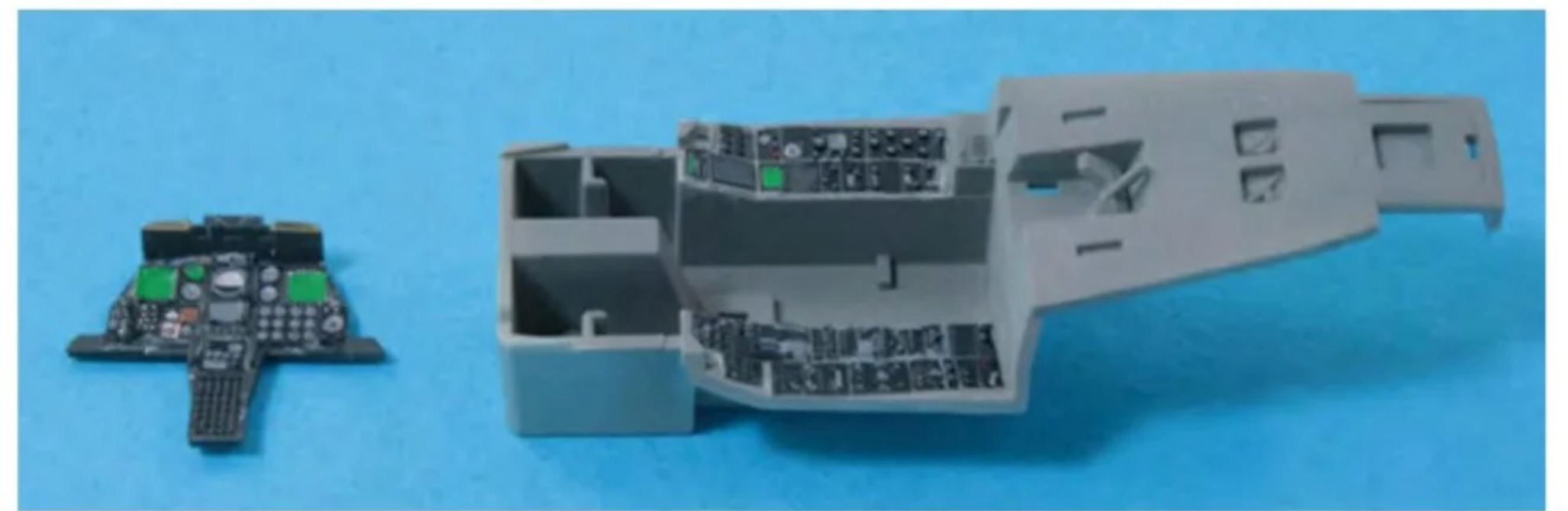
The cockpit is well appointed, with raised moulded details for the side consoles and instrument panel with the correct MFDs. A fine ACES II ejection seat was also supplied, lacking just seatbelts.

The aspect the A-10 is known for, though, that gun protruding from the nose, always seems to be an afterthought on many kits and this one is not much better. Given the limitations of the injection-moulding process, arguably there will never be a perfect replica in styrene, no matter the scale.

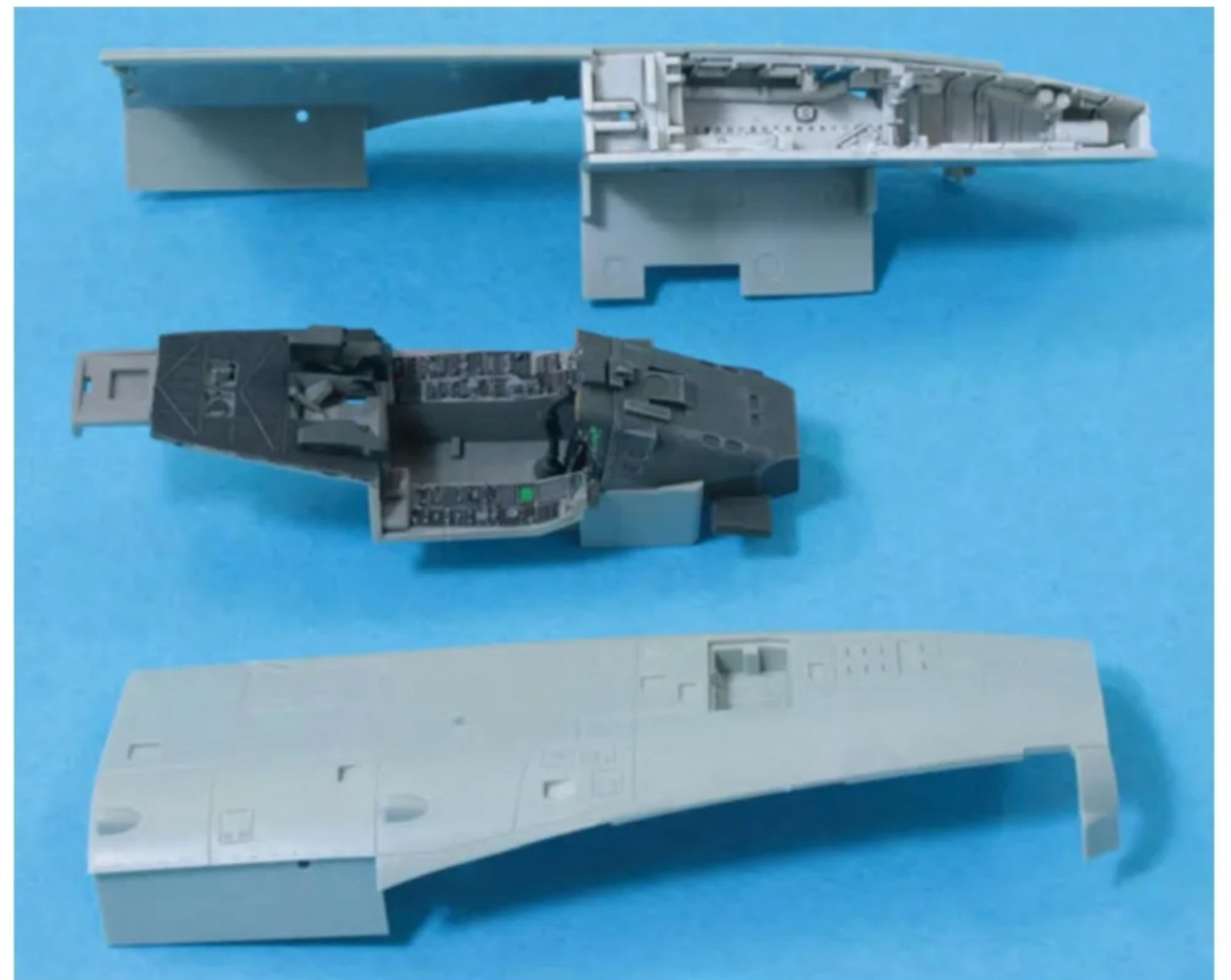
Again, aftermarket manufacturers can come to the rescue here, but how much money you want to throw at a kit is up to the individual. For this review everything was kept ‘out of the box’ to show what you get for your money.

### Nosing forward

The first two instruction pages cover the nose gear bay and cockpit, and arguably they could be more precise with regards to



▲ Despite appearances, this was the cockpit simply painted grey and black, followed by the kit decals for the side consoles and instrument panel. They settled wonderfully over the moulded details giving a painted-on look.



▲ The completed cockpit and nose gear bay fitted into the forward fuselage halves perfectly; the coaming and rear cockpit deck were painted black then dry-brushed lightly to accentuate the detail.

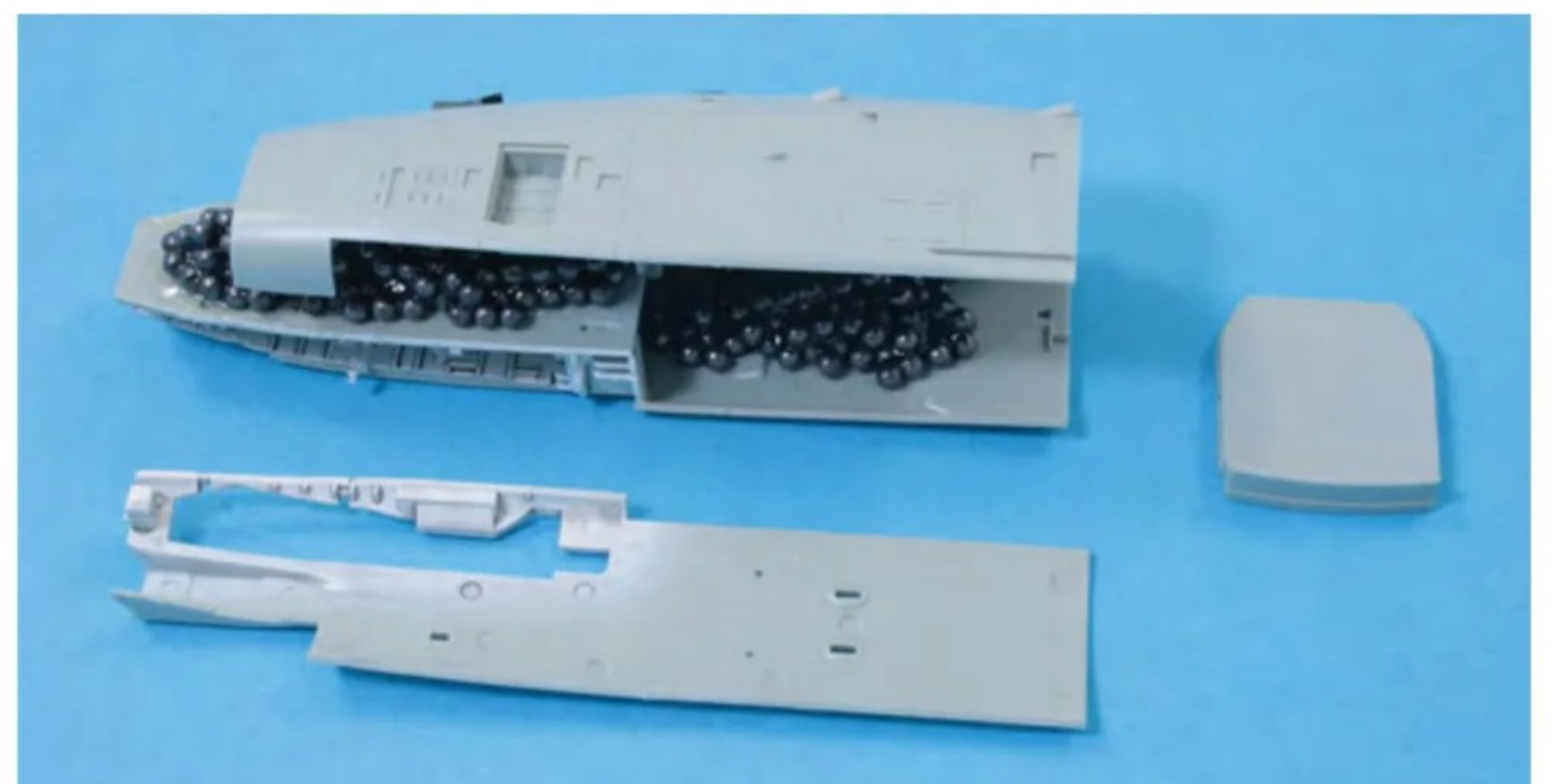
parts placement. There was much to go into the nose gear bay, for example, and unless you are an experienced modeller it could catch you unawares. The best advice is to take care and allow plenty of dry fitting to ensure things align properly, with the sequence becoming clear only when the parts were orientated correctly. If the instructions were vague, the fit of parts was the opposite, some nosewheel bay parts being very snug, to the

point where they required minor trimming and persuasion so that they could seat properly.

All interior parts were sprayed gloss white and given a wash to accentuate the details and mute the brightness, before being assembled to give a truly detailed, accurate and scale-depth bay. The nose undercarriage leg itself was detailed beautifully and needed care to assemble with pointed tweezers, such was the finesse of the parts. Academy suggests

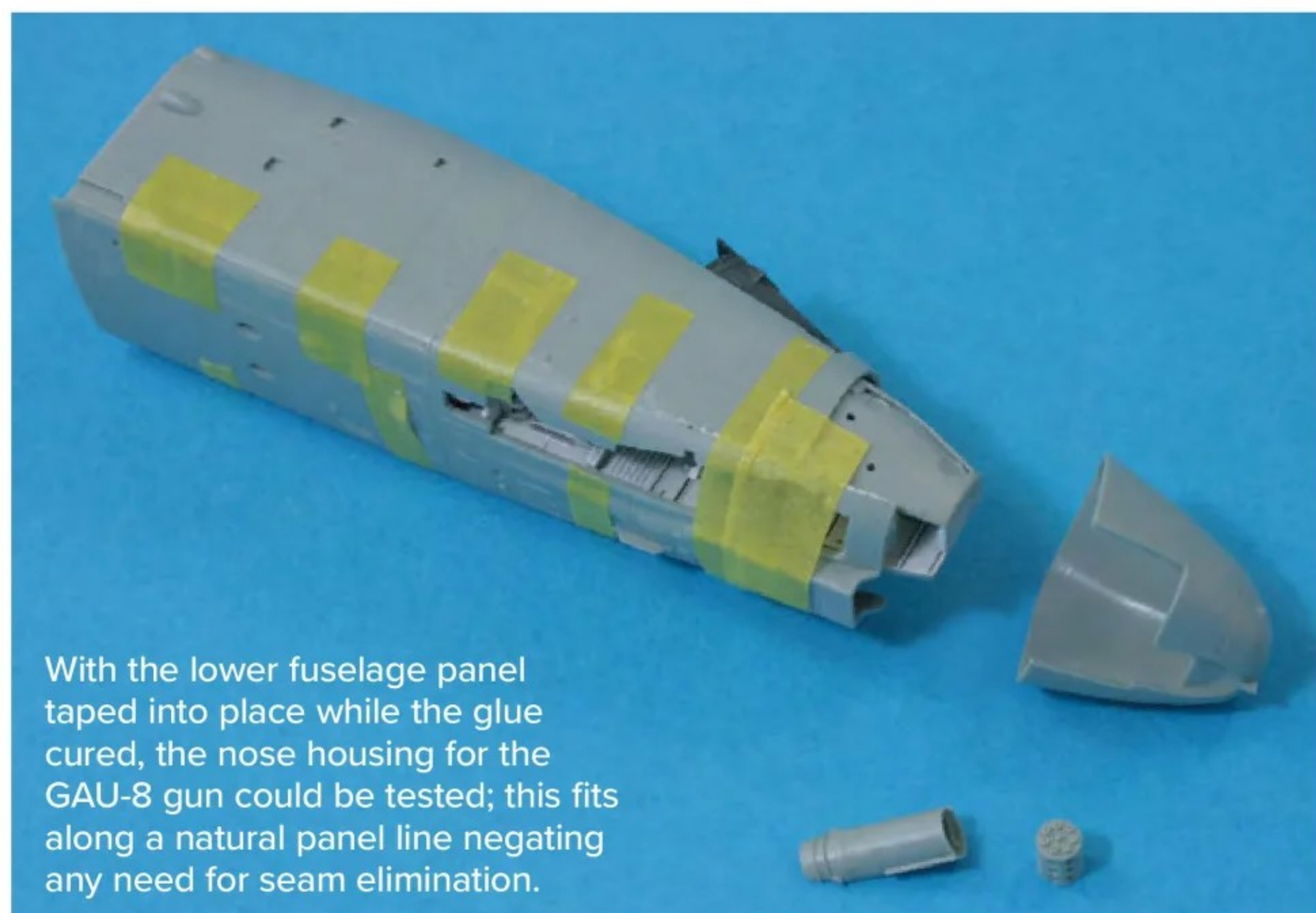


▲ Academy has produced one of the best out-of-the-box cockpits I've seen to date, lacking just seatbelts and maybe an oxygen hose. In the raw plastic, the detail is very apparent.



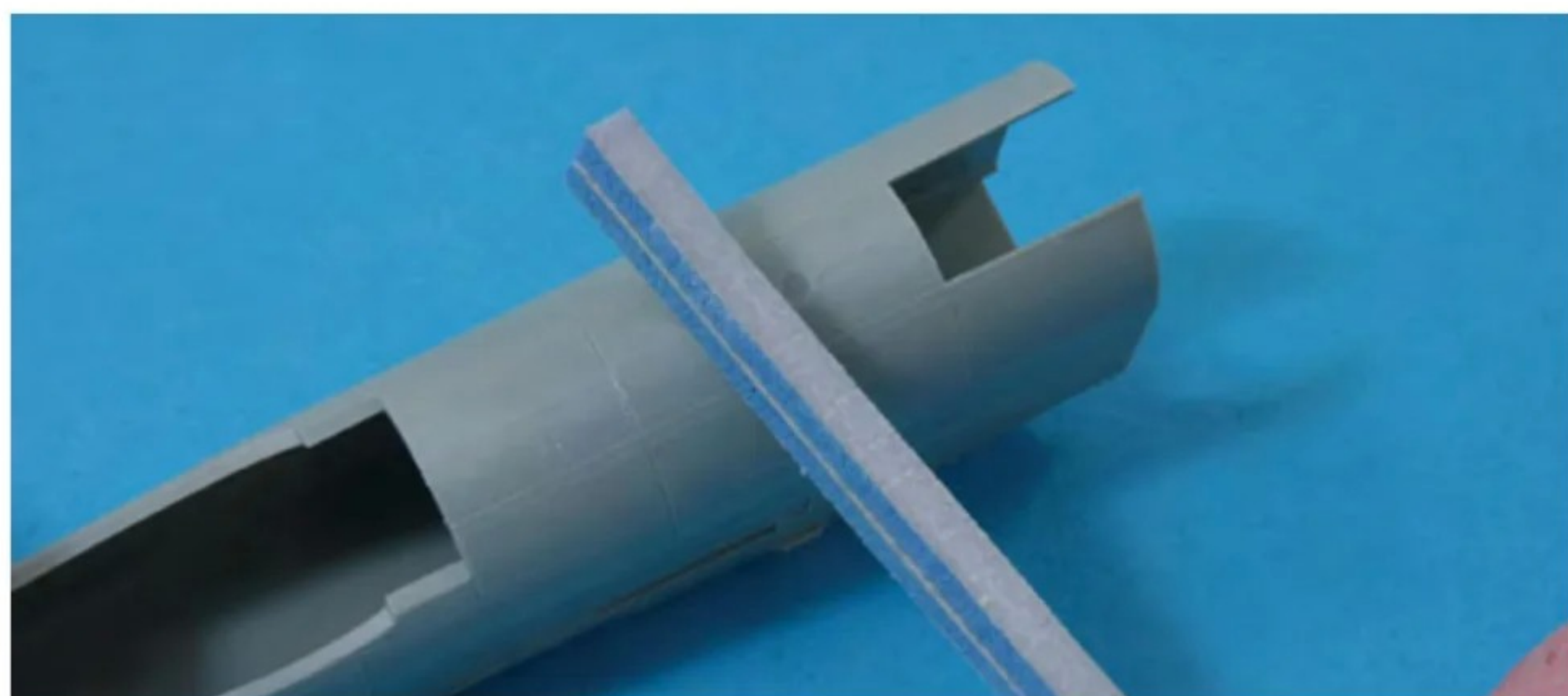
▲ There was ample space around the cockpit to add nose weight. Academy suggests 25g, but it is worth erring on the cautious side and adding more. Note the ‘plug’ to go into the rear of the section, which connects to the aft fuselage.





With the lower fuselage panel taped into place while the glue cured, the nose housing for the GAU-8 gun could be tested; this fits along a natural panel line negating any need for seam elimination.

▼ Despite the innovative one-piece fuselage section, there was a small, fine seam line to remove where the slide-moulds come together. It was scraped gently with a new scalpel blade... before being sanded carefully with a fine-grade 'skinny' abrasive stick.

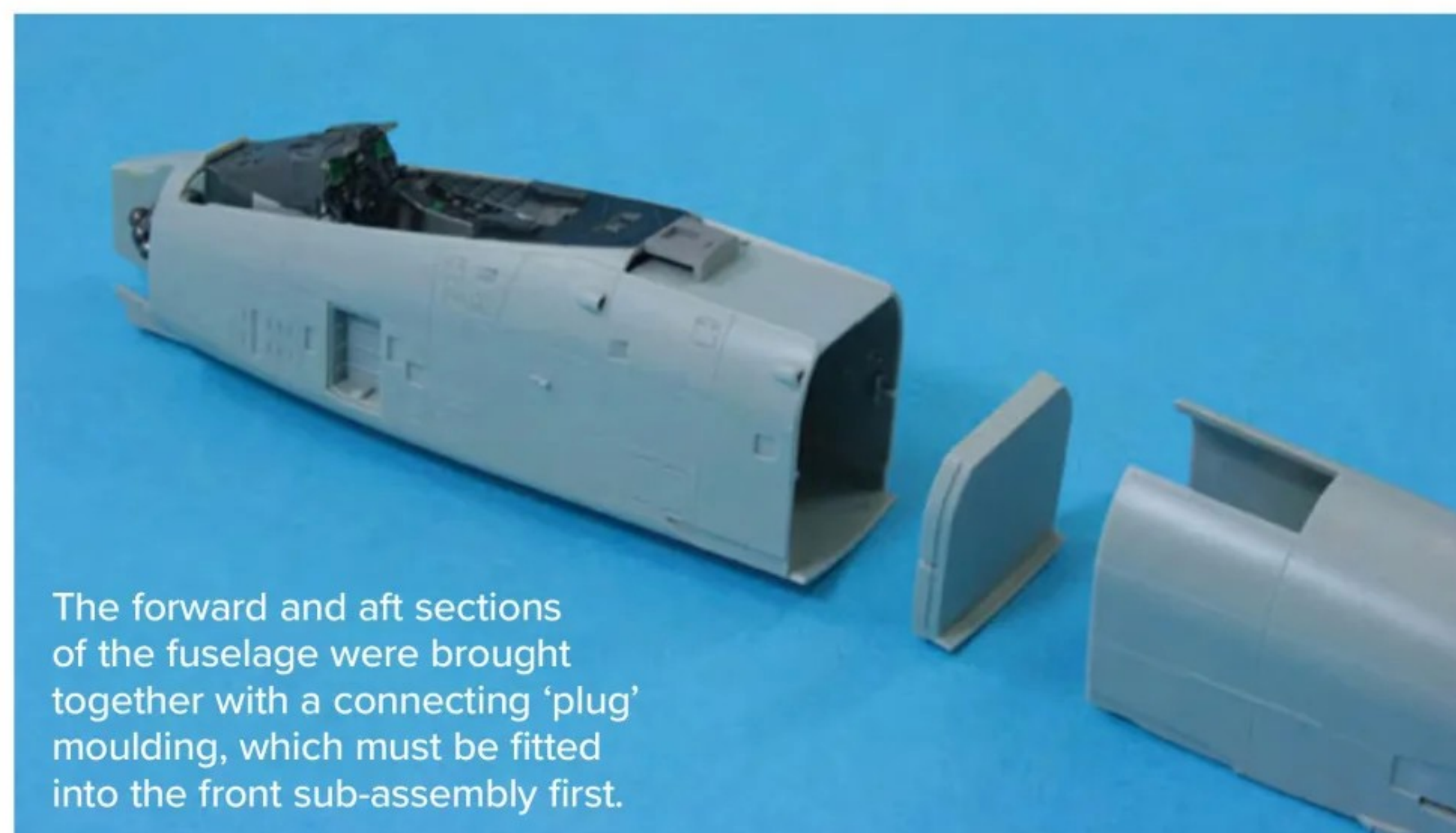


this is attached at the same time as the fuselage is closed, but with care it can be left out and fitted much later.

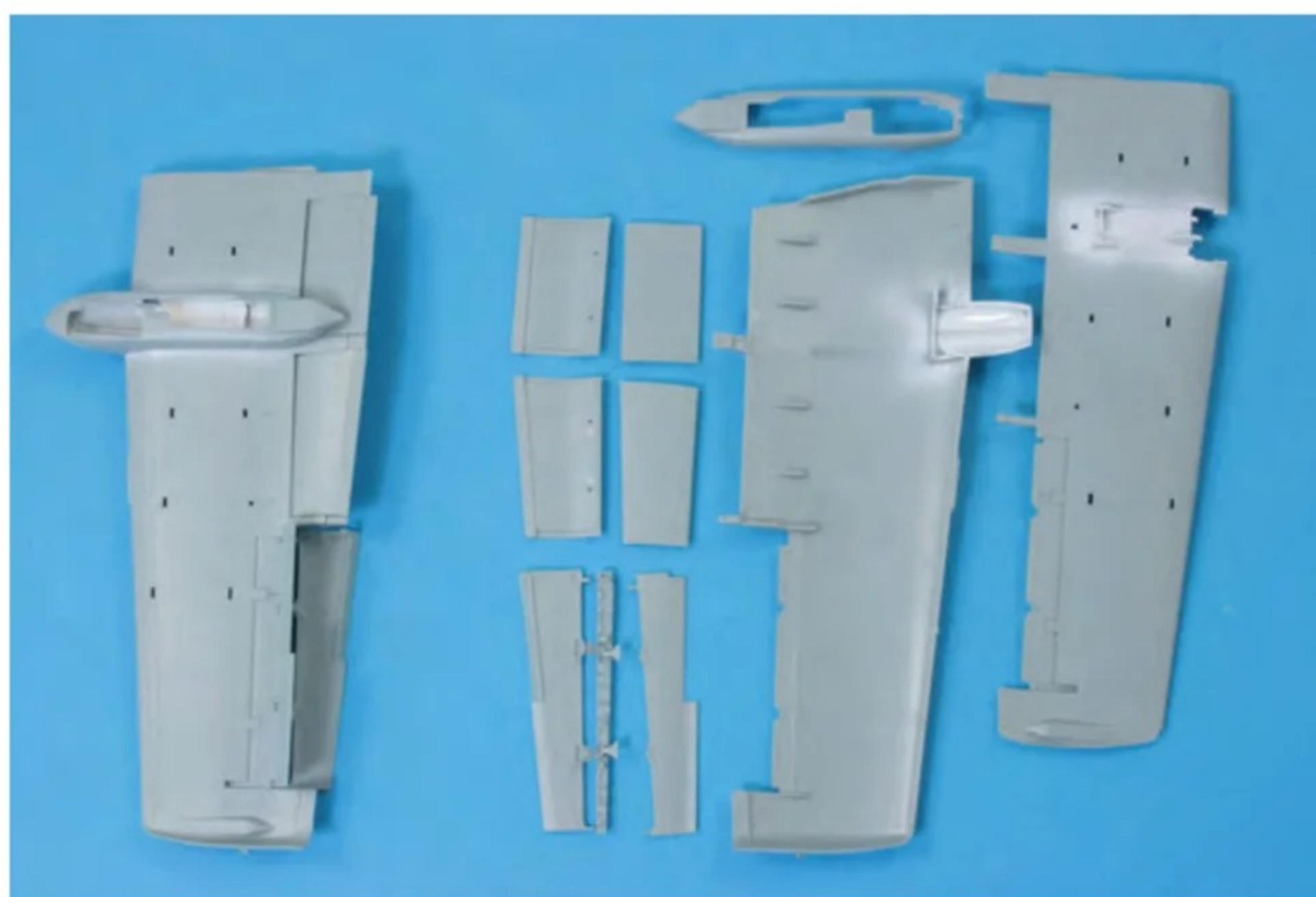
The cockpit comprised a one-piece tub, with a separate control column and throttle handle, plus finely raised detail moulded onto the side consoles and instrument panels, all of which would require careful painting to enhance them if desired. For the purpose of this project, the kit decals were

applied to see how they fitted... the answer was: perfectly. They were soaked in decal solvent and dried gently with a hair dryer, which helped them settle and shrink over the detail.

With the nose gear bay and cockpit completed (save for the seat, which was finished and added later) they could be fixed within the forward section of the fuselage – this is when the nose weight must be added. There

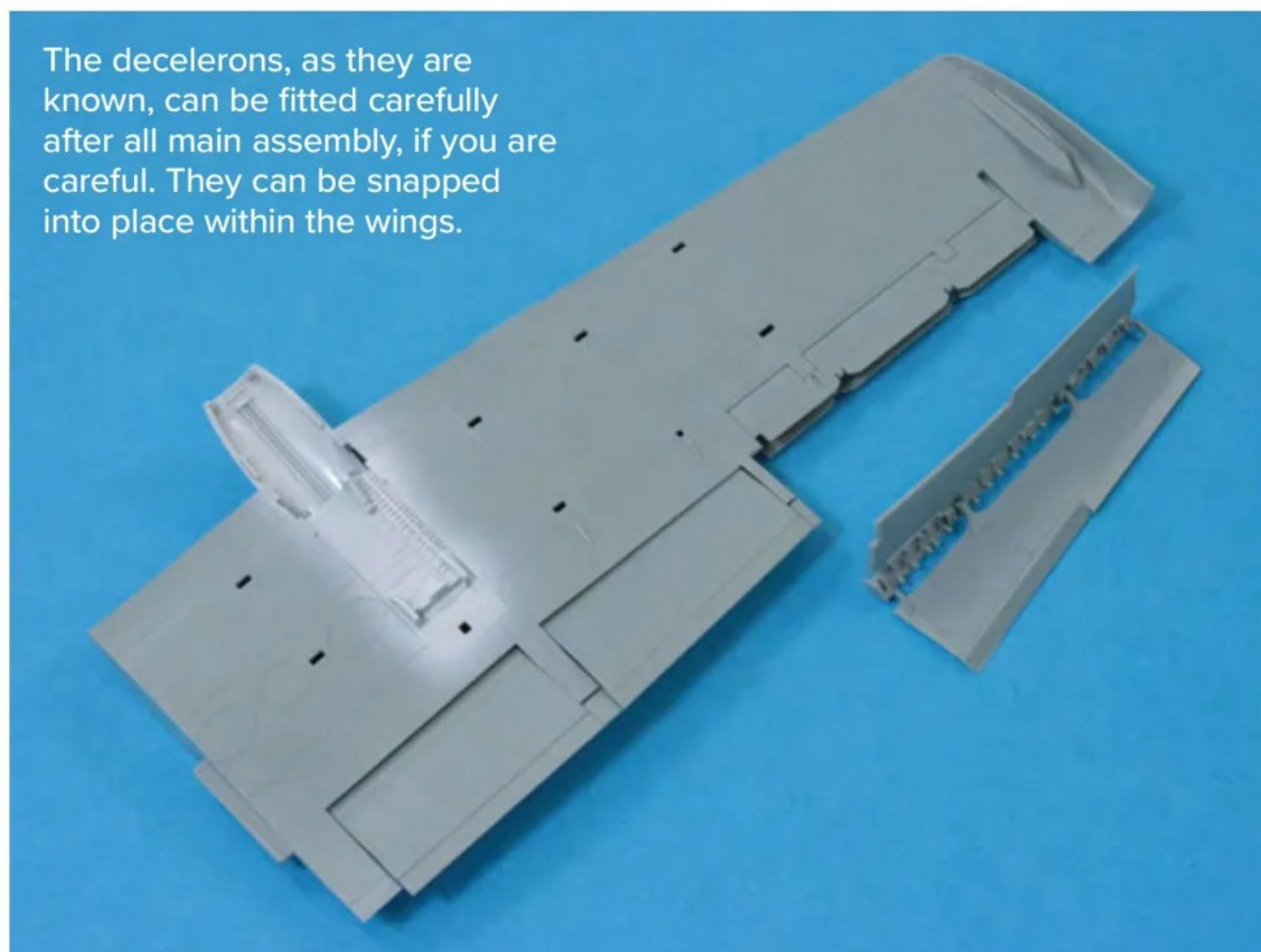


The forward and aft sections of the fuselage were brought together with a connecting 'plug' moulding, which must be fitted into the front sub-assembly first.



was plenty of room beneath the cockpit tub and nosewheel bay in which to affix your preferred ballast. For this build, steel shot was secured with two-part epoxy adhesive (see photos). The three-part forward fuselage could then be assembled, with just the underside panel needing slight persuasion – via strips of masking tape – to stay in place until the cement cured. Notably, the forward-most nose section (which includes the housing for the gun) fitted perfectly. Attention then turned to the rest of the build including the rear fuselage, engine pods, tails, and wings.

▲ Here you can see a built wing (left) and the sum of parts for the other, including the flaps. Do not forget to paint the interiors of the main landing gear bays white before assembly.



The decelerons, as they are known, can be fitted carefully after all main assembly, if you are careful. They can be snapped into place within the wings.

## Waiting in the wings

The rear fuselage and engine pods are superbly moulded one-piece units that are created via modern slide-moulding technology. Now, despite this process being very good, there were still several fine seam lines (from the moulding process) to eliminate on these parts, although these were addressed with just a light scrape with a new blade and minor smoothing with a fine-

grade skinny sanding stick.

The speed of the build really changed into top gear at this point, as the fit of the remaining parts was nigh-on perfect, so it was just a matter of assembling everything (and painting where necessary). The forward and rear fuselage sections joined together

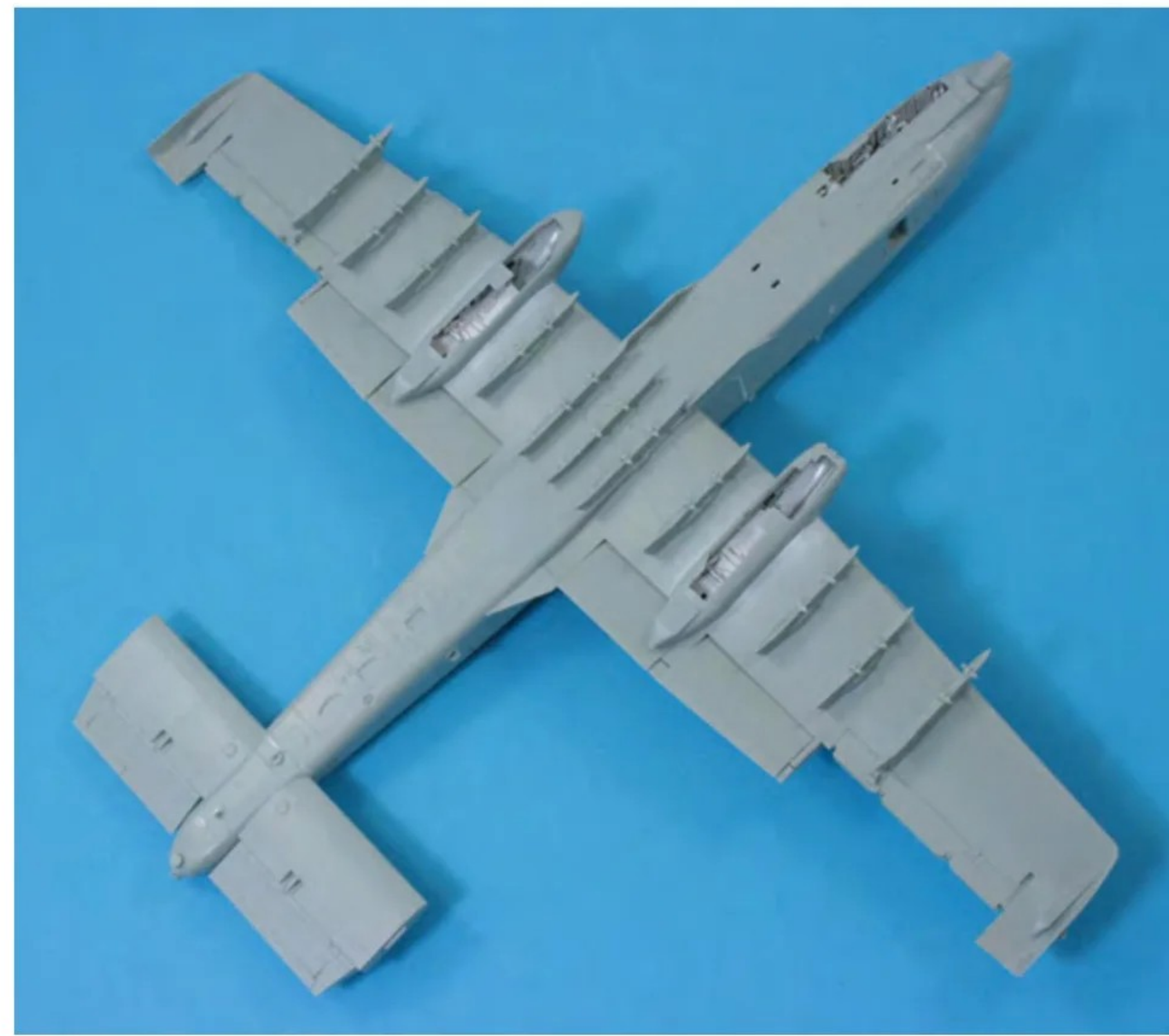


with a plug-in insert to ensure they aligned correctly – this also helped with the model's structural integrity. The horizontal stabilisers were a one-piece unit that clicked into place, with both vertical tails being also a simple snap fit, allowing them to be left off and painted separately.

The wings were equally impressive, being cleverly designed with separately moulded flaps (non-deployable without surgery) and posable decelerons (combined aileron and airbrake). The main landing gear bays also had their sponsons fitted at this stage, not forgetting to paint the insides white before attaching them. Otherwise, the wings were simply assembled and fitted as per the instructions.

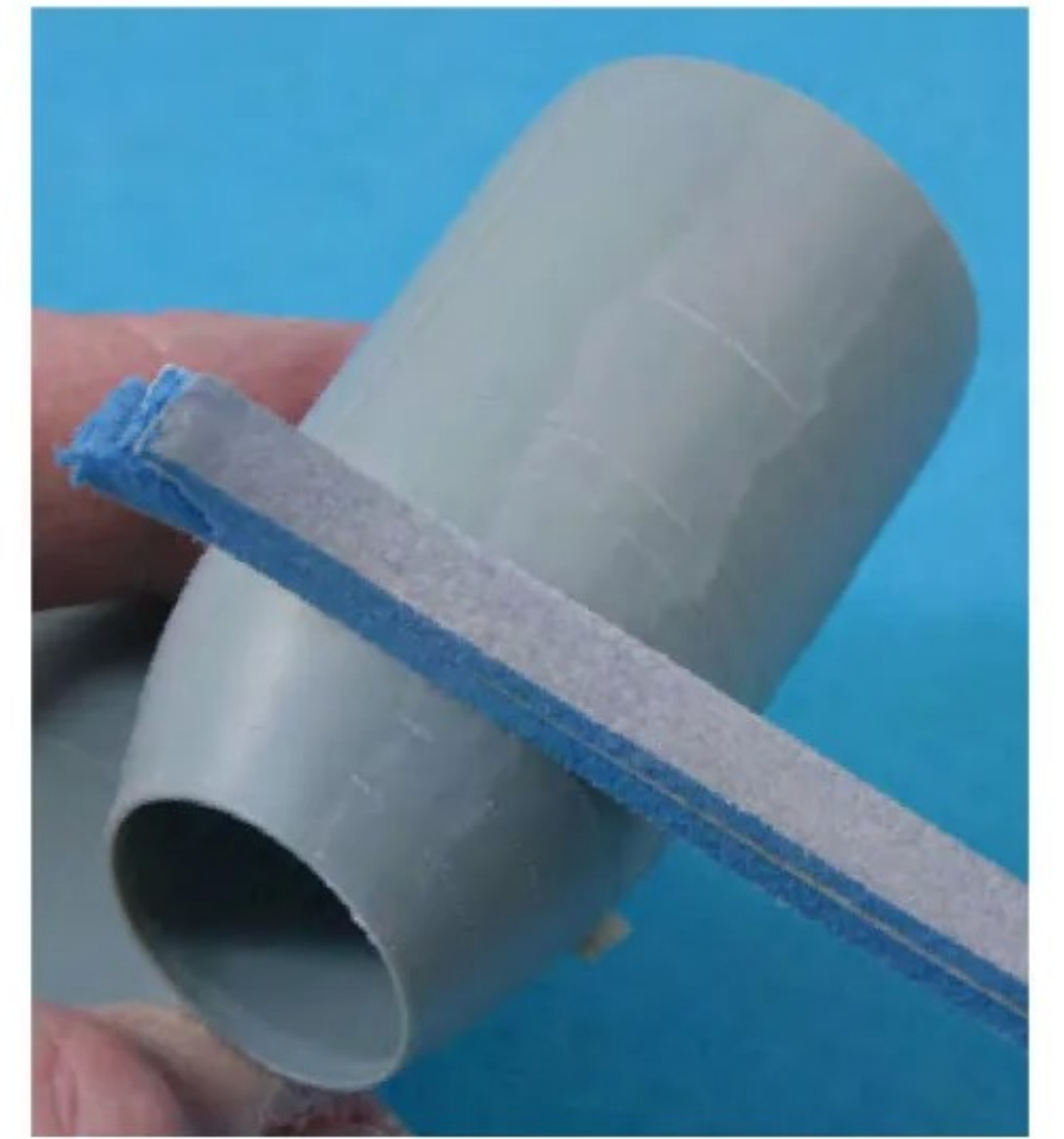
### Powering pods

It was the same story with the engines, which just needed painting and assembling. Of



◀ The wings fitted perfectly as did the horizontal stabilisers. Care was needed with close adherence to the instructions for the pylons, as they were handed for port and starboard.

▼ More slide-mould seams must be removed on the one-piece engine cowlings. Take care not to sand the finely moulded raised rivet detail.



note, it was far easier to paint the intake rings prior to them being attached, to avoid a tricky masking task later. The compressor fan faces were painted a suitable

dark metallic shade, as were the exhaust units, before they were all fixed inside the engine 'pods'. Seating the engine parts correctly was awkward, though, as these

were the vaguest fitting parts of the entire model; they attach to the 'roof' but there is little or no aligning tab or slot. The engine pod unit fitted well to the upper ▣



**“Weapons were then painted and decaled as per the instructions”**





fuselage although it benefitted from minor trimming and sanding on its undersides before this sub-assembly would sit flush with the airframe.

The underwing and fuselage pylons were all fitted next and again these were affixed following the instructions, as they are handed – and therefore several are moulded with the correct angles to compensate for the outer wing dihedral. The pylons also had stores-specific sway braces enabling them to be portrayed with/without munitions if so desired.

## Don't forget your mask

It was fast approaching time to fill the airbrush and start painting the

▲ The interior sections of the turbofans were all painted a suitable metallic shade before assembly.

▲ All A-10Cs are two-tone grey; Mr. Color lacquers C307 and C308 were used for the lighter and darker shades, respectively.

**“Academy supplies a sheet of pre-cut masks for the glazing”**

Hog's exterior, but the canopy and windscreen must be masked and attached first. Academy supplies a sheet of pre-cut masks for the glazing (along with items for the wheels) plus the two small lenses on the

Litening pod. All masks fitted perfectly and adhered well without leaving any residue once removed later. The HUD unit was dry-brushed carefully with black to highlight the moulded framework, before this was attached to the





▲ Vietnam green shades (1069 and 1072) from ICM acrylics were used for the commemorative scheme vertical stabilisers, with the demarcation airbrushed freehand. The fit is such that the tails can be left off until the last minute.

cockpit coaming, followed by the windshield component. In the past, the risk of misalignment and/or gaps has been high, but Academy moulded it integrally with a section of the fuselage, and this secures against a panel line, aiding alignment and easing the gluing process considerably. The cockpit opening was then masked/sealed with a combination of tape and masking fluid to prevent any paint ingress/overspray. Also masked at this stage were the engine intakes, exhausts and the undercarriage bays.

### Heritage Hawg

Of the kit's schemes, Option C was selected to inject a splash of colour to the standard USAF grays, as for this airframe (78-0597/FT 597), vertical stabilisers were painted in the 1980s European 1 'lizard' livery of two-tone green. These could be painted first

as they were kept separate from the main airframe as mentioned previously. For the green colours, some ICM acrylic paints ([www.hannants.co.uk](http://www.hannants.co.uk)) were used from its recent B-26 Invader colours set (3007): 1069 US Extra Dark Green and 1072 US Dark Green. While these may not have been perfect matches, they appeared close approximations when compared with reference photos.

The rest of the airframe was simply painted using Mr. Color lacquers ([www.albionhobbies.com](http://www.albionhobbies.com)). The underside lighter grey was C308 FS 36375 Gray and the upper side darker shade was C307 FS 36320 Gray, followed by quick gloss varnish coat in readiness for decaling.

In the past, Academy's decals could be challenging work, being quite thick and not particularly adept at conforming to even the most basic shapes, but it was



▲ After the main paintwork was completed, the nosewheel bay was masked with packing foam so a false canopy could be sprayed on the underside. Note the starboard ECM housing also being painted black.

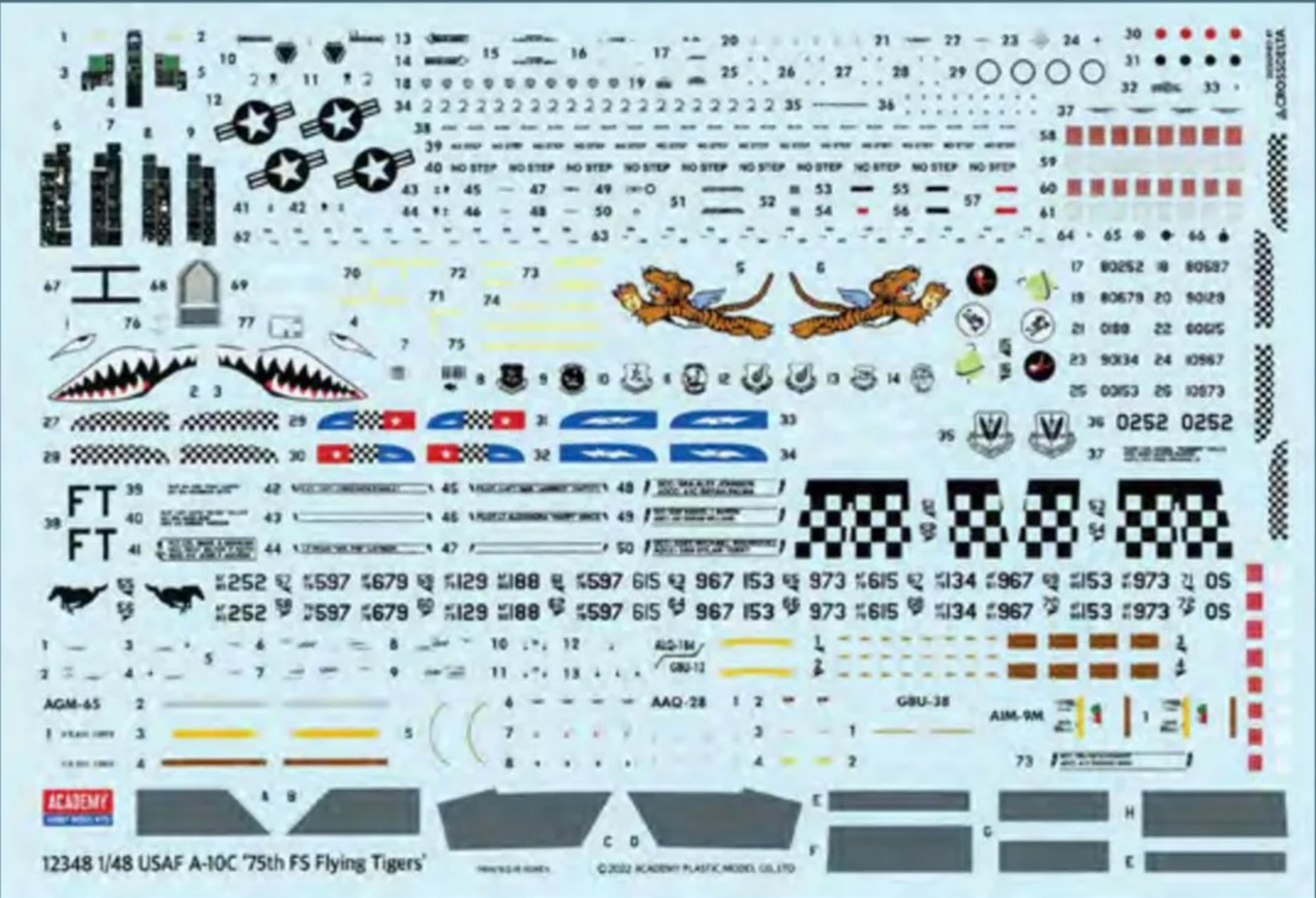


▲ The decals were superb and adhered beautifully on a coat of GX112 Super Clear III UV Cut clear gloss varnish. A second, lighter layer was sprayed to seal the decals and help lose the carrier film.

### COLOURING IN

When it comes to painting an A-10C you can only really go with grey (FS 36320 Dark Compass Ghost Gray over FS 36375 Light Compass Ghost Gray) unless the aim is to depict one of the special schemes the USAF likes to adorn its aircraft with from time to time. Academy supplies four main options – with several featuring a selection of squadron airframes, for a total of 11:

- 78-0252/FT 252, 75th Expeditionary Fighter Squadron, 455th Air Expeditionary Wing, Bagram, Afghanistan, 2014
- 78-0597/FT 597, 75th Fighter Squadron 'Tiger Sharks', 23rd Fighter Group, Moody, 2021
- 78-0679/FT 679, 75th Fighter Squadron 'Tiger Sharks', 23rd Fighter Group, Moody, 2021
- 79-0129/FT 129, 75th Fighter Squadron 'Tiger Sharks', 23rd Fighter Group, Moody, 2021
- 80-0188/FT 188, 75th Fighter Squadron 'Tiger Sharks', 23rd Fighter Group, Moody, 2020
- 78-0597/FT 597, 75th Fighter Squadron 'Tiger Sharks', 23rd Fighter Group 'Flying Tigers Heritage', Moody, 2017
- 78-0615/OS 615, 26th Fighter Squadron 'Assam Draggins', 51st Fighter Wing, Osan, South Korea, 2021
- 79-0134/OS 134, 26th Fighter Squadron 'Assam Draggins', 51st Fighter Wing, Osan, South Korea, 2022
- 81-0967/OS 967, 26th Fighter Squadron 'Assam Draggins', 51st Fighter Wing, Osan, South Korea, 2022
- 80-0153/OS 153, 26th Fighter Squadron 'Assam Draggins', 51st Fighter Wing, Osan, South Korea, 2022
- 81-0973/OS 973, 26th Fighter Squadron 'Assam Draggins', 51st Fighter Wing, Osan, South Korea, 2022







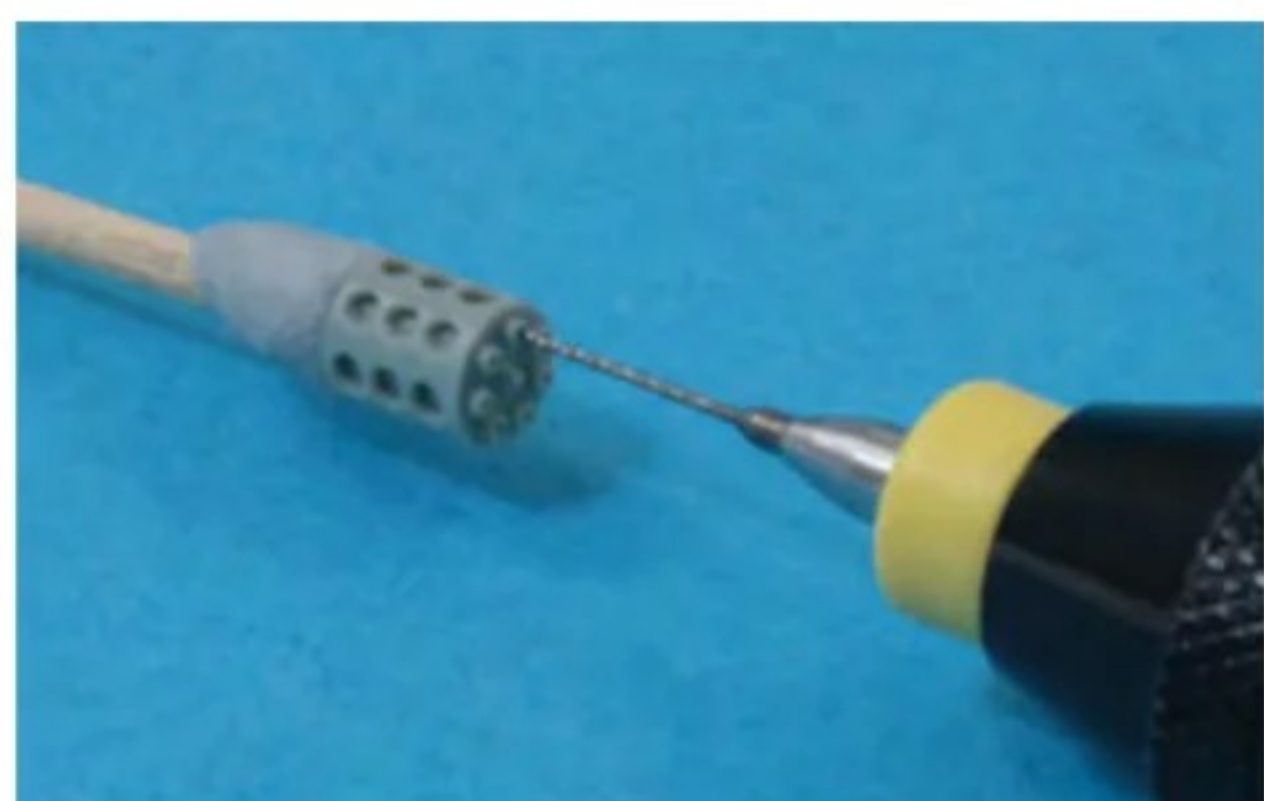
▲ Weathering started with a simple pin wash of Abteilung 502 Payne's Grey oil with the same brand's odourless thinners to dilute the pigment.



▲ Abteilung 502's Starship Filth oil was worked in neat for streaking and staining around control surfaces, engines pods, walkways, and high-traffic areas.



▲ Academy supplies pre-cut masks for the wheels and, once painted, the results were superb, requiring just basic weathering before being at the end of the build.



▲ The muzzle for the GAU-8 gun had each small barrel drilled out with a 0.7mm bit – taking extreme care not to damage the part or the drill.

► The kit's ACES II ejection seat was assembled, painted, and dressed with a generic set of A-10 seatbelts from Eduard.



The seat, canopy and crew ladder all fitted without issues, and the canopy opening mechanism was very well engineered.



a much better experience on this model. In fact, these were some of the best decals I have seen in a kit-supplied sheet; they were thin, yet tough and released quickly from the backing sheet. Once in place and settled with some decal solutions, they looked superb and bedded well into the recessed detail, especially over the raised rivets, which can test even the best decals. Even the sharkmouth decals around the nose fitted perfectly and conformed well to the curves in the section. A second light coat of clear gloss lacquer all but eliminated the appearance of the carrier film.

## Whether to weather?

Being a heritage scheme, the real aircraft was clean and possibly entirely repainted for the occasion, but careful study of reference pictures showed even the freshest paint work weathers quickly with use. A pin/panel line wash was applied to break up the finish and add further visual interest using diluted Abteilung 502 ABT255 Payne's Grey ([www.ak-interactive.com](http://www.ak-interactive.com)) oil paint using the same brand's odourless thinners. Not only was this better in an olfactory sense, but it was also far better quality than cheap DIY mineral spirits and the mix somehow flowed better.

Once dry and the thinner had evaporated, the remainder was removed carefully using kitchen paper and cotton swabs, leaving neatly defined rivet and panel line detail. Neat ABT510 Starship Filth and two brushes, one stiff

and the other soft, were used to create wear and staining around high-traffic areas and the engines, using reference photos as a guide.

## Details, details

The undercarriage legs, wheels and their associated doors were all painted, weathered and fitted as per the instructions. Take care to follow them to the letter on the stage involving the main undercarriage legs, as the doors must be added in the sequence shown, otherwise they will not fit. Next, the model was stood on its legs to see if there was enough nose ballast – which there was. Phew! The UHF/VHF and IFF blade aerals were painted and fitted later in the build as they would have easily been knocked off or broken.

Weapons were then painted and decaled as per the instructions, and the markings were delightful, with plenty of legible stencil data to enliven the munitions. The last few smaller parts were the crew ladder, which was painted and fitted, as was the seat. The canopy could be posed open or closed with alternative parts supplied for either option, but worked very neatly and held the glazing at the correct angle without any issue. The GAU-8 gun muzzle was airbrushed a suitable gun metal shade and then fitted. Final details were





**“Academy has set a benchmark for the A-10C Thunderbolt”**

picked out using steel for the nose ECM lumps, while wingtip navigation lights were red and green. Once satisfied, all masking was removed and the 1/48 ‘Hawg’ was completed.

**Final thoughts**

With this kit Academy has set a benchmark for the A-10C Thunderbolt in any scale. A bold statement? Perhaps, but the sole obvious shortcoming

was the shallow depth of the engine intakes and possibly the thickness of the engine mounting pylons, none of which were deal breakers, as it still looks every inch a Warthog.

The kit is moulded beautifully, packed with detail and builds without issue – just ensure the instructions are carefully adhered to and you will have an enjoyable project.



**WARTHOG WEAPONS**

Academy provides the modeller with a broad range of munitions to hang under the wings, along with the correct launcher rails and adapters.



▲ The section of stores supplied by Academy were assembled and mounted ready for painting. Note the Maverick launch rails (middle right) and the Litening pod (top right) plus the GBU-38 JDAM and AIM-9L missiles.



▲ All stores were painted as per the instructions – a mixed load of rocket pods, Mavericks and bombs was selected for this build – with the supplied stencil decals fitting perfectly and enlivening the ordnance.



# Scale Delights in Perth



▲ Trumpeter's 1/200 scale ships are impressive out of the box, but even more so when its HMS *Nelson* is combined with KA-Models and Micro Master aftermarket accessories, resulting in this show-stopping Best-in-Show build by Martin Holden.



▲ An Airfix 1/48 Avro Anson Mk.I by Tom Grier deservedly won the inaugural Airfix Trophy for best model from an Airfix Kit.



▲ ICM's 1/48 MiG-25BM was built by A Mackenzie into a class-winning model, using Eduard photo-etched brass to add extra detail, complemented with a superb freehand airbrushed finish.

It may seem ironic that a venue better known for the 'throwing' of heavy stones on ice (apologies to all fans of curling) should be used as a model show arena, but such is the case for the Dewars Centre, Perth, home of the Scottish Nationals Model Show. Staged by a local modelling club conglomerate, it is the biggest such event in Scotland, and was held over the final weekend in April. This year it hosted companies such as Airfix and Kinetic in addition to a bevy of traders and clubs from around the UK. Spread across two halls, the air of anticipation blossomed quickly into a buzz of conversation

on the Saturday morning as the centre filled with visitors eager to view the displays and see what modelling delights were available at the various trade stands.

Interest in the show was boosted greatly following the announcement that Airfix would be attending – showcasing its recent 1/24 Spitfire Mk.IX 'superkit', plus the 1/48 Avro Anson – with Head of Brand Dale Luckhurst answering questions from modellers and visitors. Kinetic (UK) was also present, with examples of its new F-16s on sale, plus a selection of recent Kinetic 1/48 kits.

An Airfix-sponsored Make & Paint event was busy throughout the



▲ The Display SIG can always be relied on for a bright and colourful display, with this Brengun 1/48 Extra 300L receiving homemade decals by Jonathan Davies to create a Romanian Aero Team airframe.



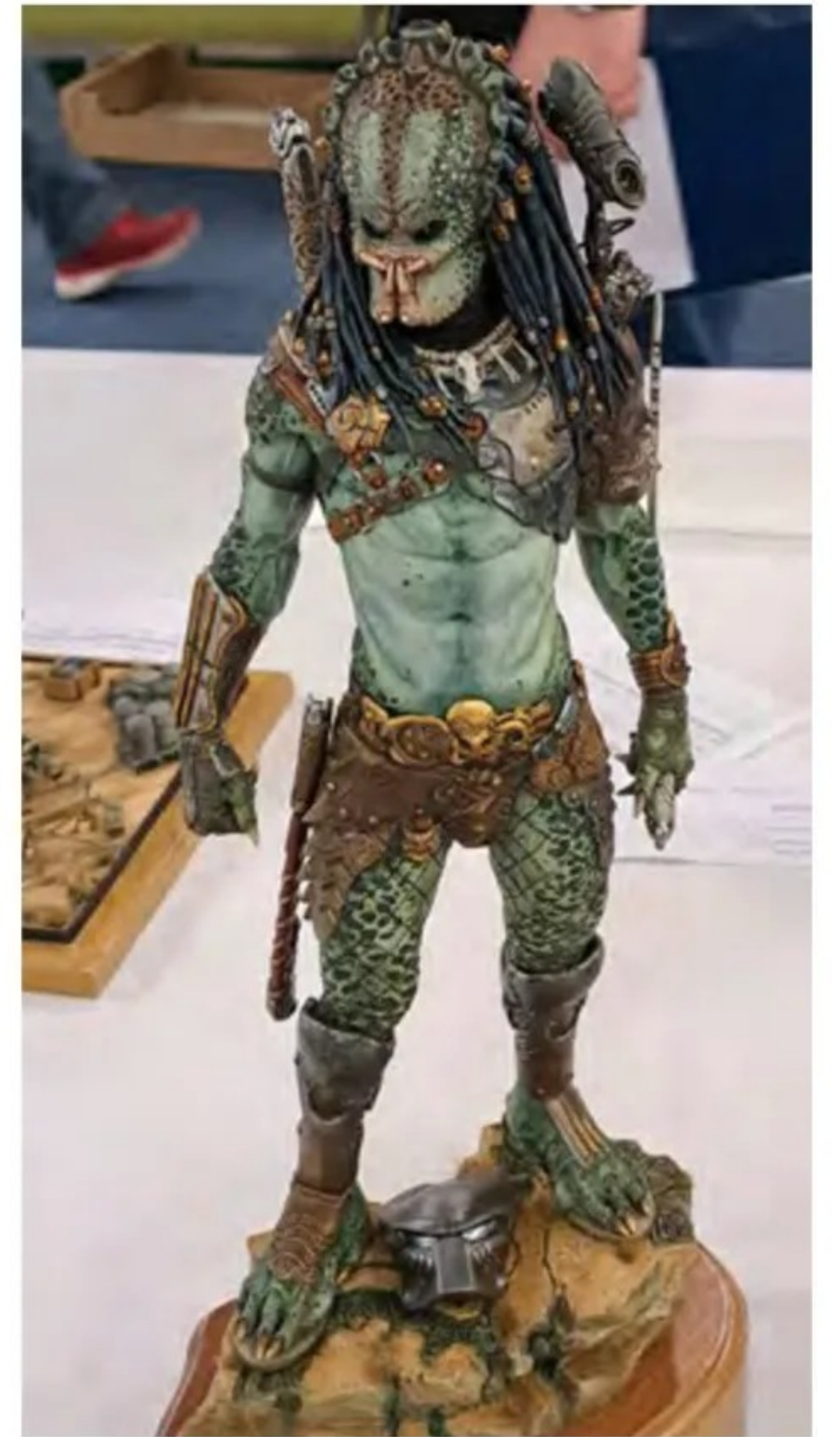


▲ Ian Barraclough combined Accurate Armour's 1/35 Armour Scammell Commander with a Willich AVRE (converted from a Tamiya kit using a Newland Models set) for this exquisitely detailed model, which was awarded the Bill Ireland Memorial for Best Military Vehicle in British Service.

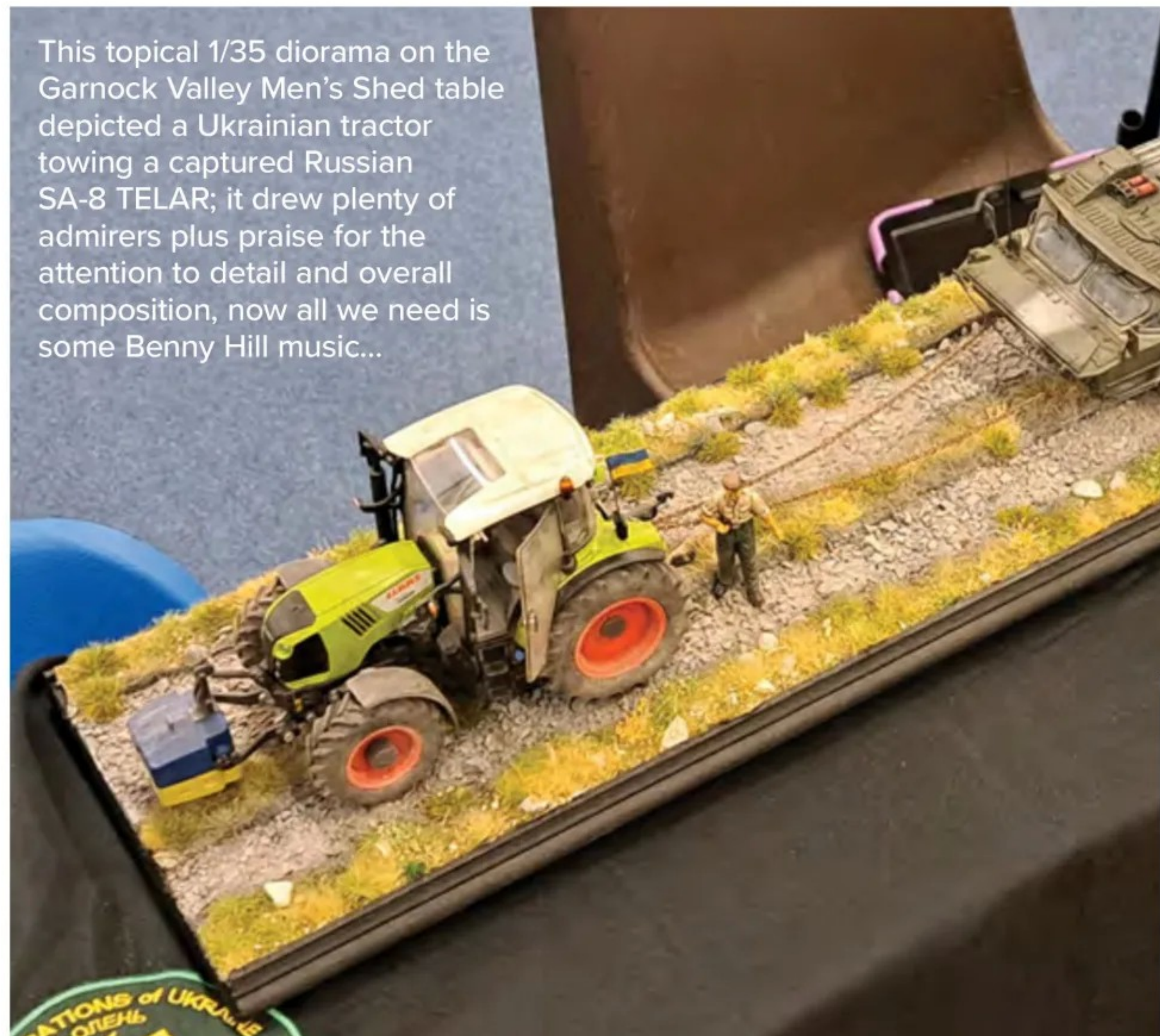
▼ Keith Marshall added Black Dog aftermarket extras to improve the accuracy/detail on his 1/72 Cyber Hobby Sea King HAS.2, including a deflated radar 'bag'.



▲ It was great to see modellers of all types included, such as Dunfermline + District member Isaac Todd's well-built Lego Horizon Forbidden West Tallneck, which made for a standout exhibit.



▲ Everyone's favourite Yautja warrior took best in class, courtesy of Pete Watson's beautifully painted Narin 1/6 Spirit Blade Predator, complete with shoulder-mounted plasma cannon.



This topical 1/35 diorama on the Garnock Valley Men's Shed table depicted a Ukrainian tractor towing a captured Russian SA-8 TELAR; it drew plenty of admirers plus praise for the attention to detail and overall composition, now all we need is some Benny Hill music...



▲ In a true clash of genres, IPMS Dundee modeller Nairn Barclay transformed Bandai's 1/72 TIE Fighter into a suitably coloured Thomas the TIE fighter.

weekend, with younger modellers able to build and colour a 1/72 Hawk, while a Kit Swap stall was equally busy; this replaced under-the-table sales, greatly easing the flow of pedestrians around the venue. One of the highlights came in the form of the competition, with the tables positively groaning under the number of entrants. Best in show accolades went to

junior modeller Dylan Fraser for his Revell 1/72 Razor Crest, with the senior award presented to Martin Holden for his stunning Trumpeter 1/200 HMS *Nelson*. Plans are well under way for next year's event, so make a note in your diaries!

**Stu Fone**



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▲ Among the many eye-catching models on the Buccaneer SIG stand was this 'old' Airfix 1/48 Buccaneer S.2, which was converted by Trevor Snowden to a notional test-bed airframe loaded with ALARM and TIALD.



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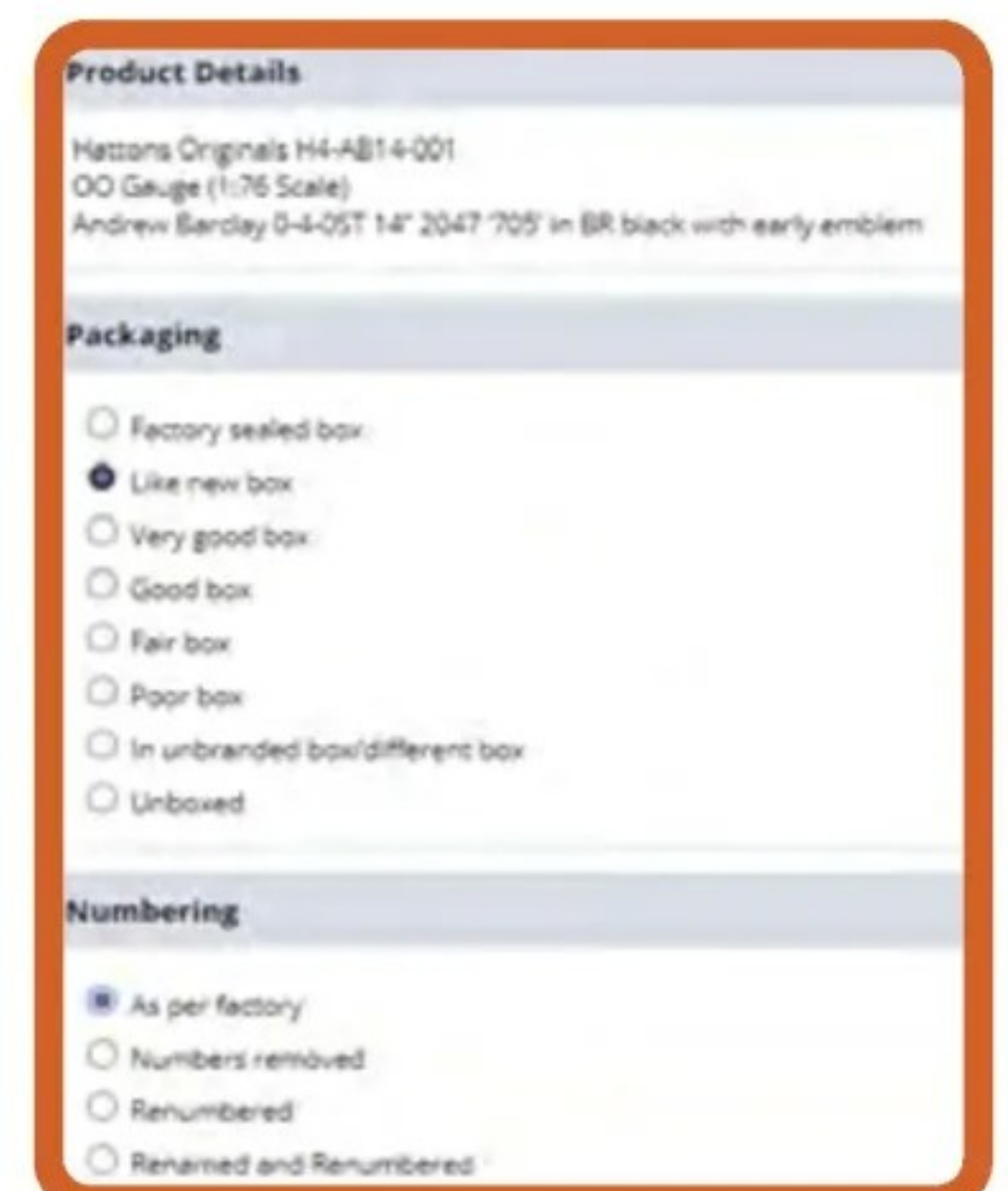
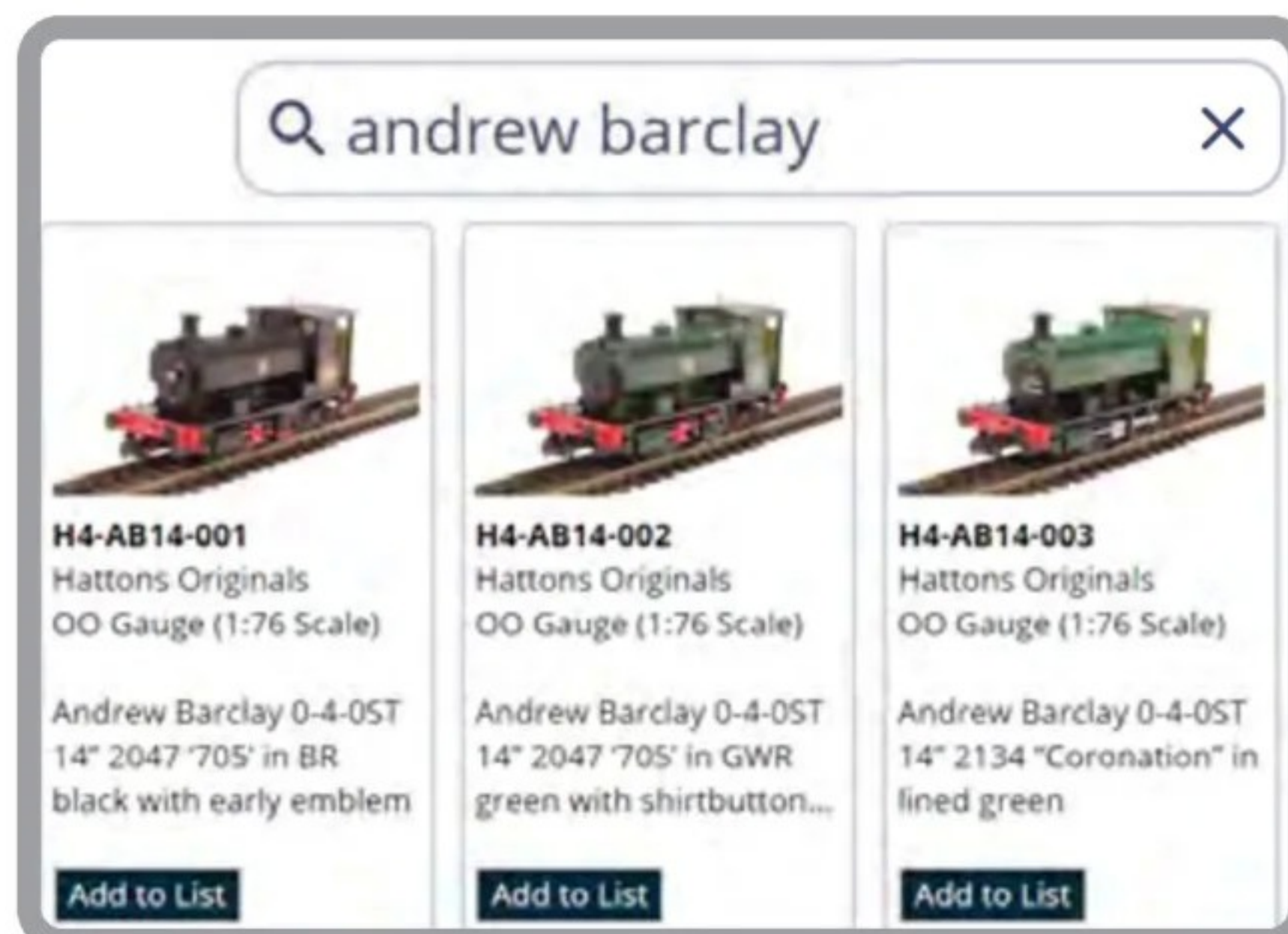


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Adding to Italeri's increasing range of 1/12 car kits, Italeri's new-tool Lancia Delta Integrale HF was a subject that rally aficionado **Alan Price** was keen to construct



## Special Stage Superstar



▲ After building into sub-assemblies, major engine components were prepared for priming, then painting in the appropriate colours.

**B**ased on the Delta production road car, the Integrale was Lancia's replacement for the Delta S4 following the cancellation of Group B rallying in 1986. The car was developed under Group A regulations with eight- and then 16-valve engines (the latter replicated here). The kit represents the cars entered in the 1990 Monte Carlo Rally, where Miki Biasion and Tiziano Silvano's #1 finished 3rd overall while Didier Auriol and Bernard Occelli won in #7.

This subject was only previously available as a Model Factory Hiro multi-media kit in 1/12. Despite Italeri's offering being cheaper by approximately £400, it's still





**“The instruction book comprises 63 steps across 42 pages”**

very expensive. Cars are popular subjects in this scale and this one, packed with detail, requires a huge box to hold all the parts. It comprises eight runners in black, white, silver and clear styrene, one chrome runner, a main bodyshell, rubber parts, one large sheet of photo-etched (PE) metal, two A4-sized Cartograf decal sheets and a bag full of tubing, wires and screws. The instruction book comprises 63 steps across 42 pages plus a separate painting guide.

Parts are well-moulded with no flash evident, although most had noticeable mould seams. Despite being brand-new, an ‘old feel’ was perhaps sensed because Italeri didn’t utilise slide-moulding, resulting in prominent ejector pin marks. These were often in difficult to remove in places such as the inside face of the bonnet and across the engine bay bulkhead. Clear parts are excellent – the windscreen and tailgate glass in particular being very thin and clear.

It was obvious from a glance at

the parts and the instructions that this was going to be a long and complex project, but little did I know back in June 2022 that it would take nine months to complete!

### Stage one

The first problem with the kit was where to begin? It was daunting trying to work out the best way to approach the project.

The instructions started with the chassis, but I opted to begin with the engine. This unit comprised numerous parts, so these were built into sub-assemblies such as the main block, gearbox and front differential. All were neatened before priming with Mr. Surfacer 1000 (www.albionhobbies.com).

As with most rally cars, these Lancias were in a constant state of flux, with parts being altered, replaced and upgraded, so pinning down exact colours was not easy. There are some useful references online, but definitive facts are hard to come by – Italeri’s call-outs generally appeared correct, but

### MODEL SPEC

**Italeri Lancia Delta HF Integrale 16V**

**By:** Italeri

**Stock Code:** 4709

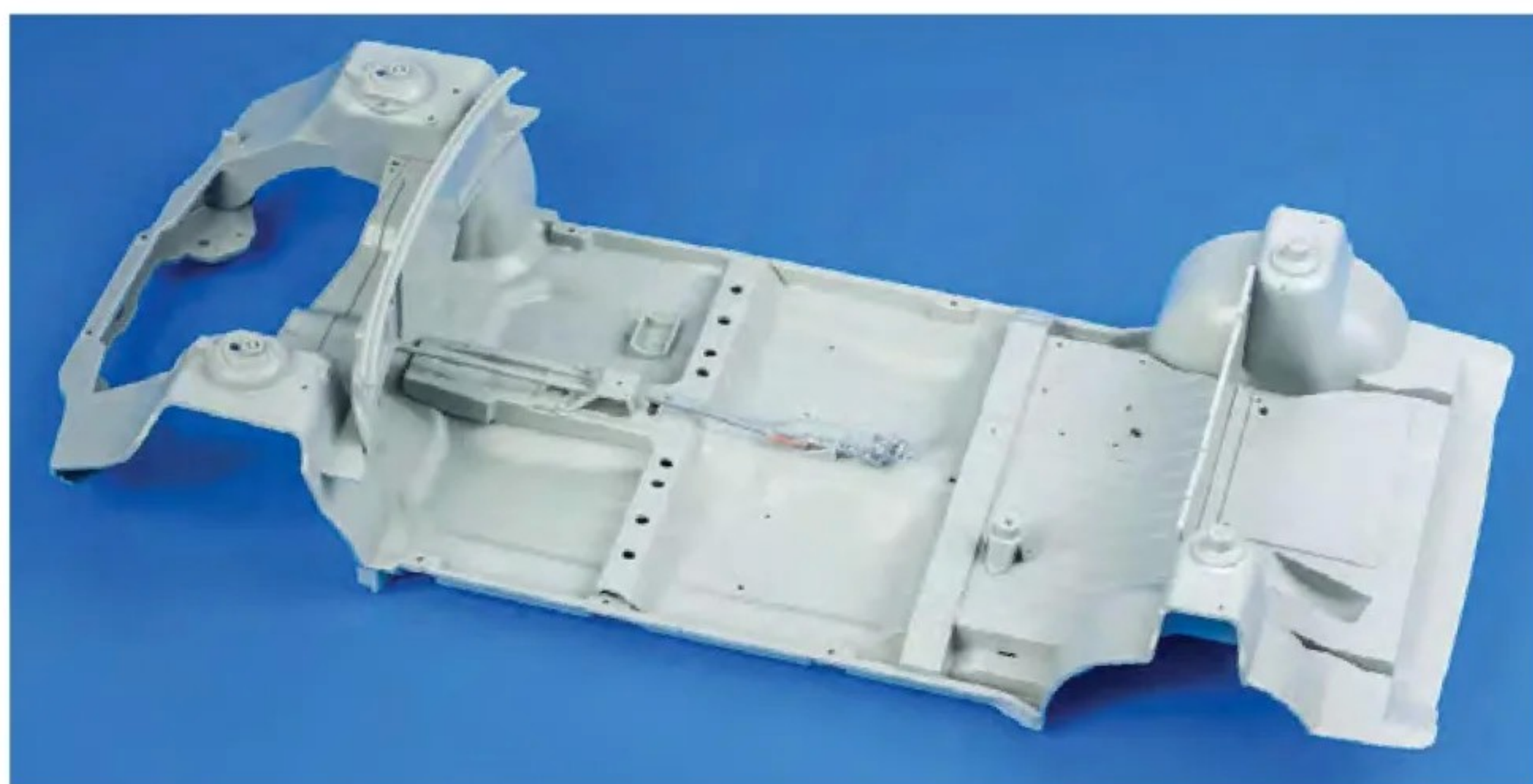
**Scale:** 1/12

**Price:** £229.95

**Available from:** www.hobbyco.net

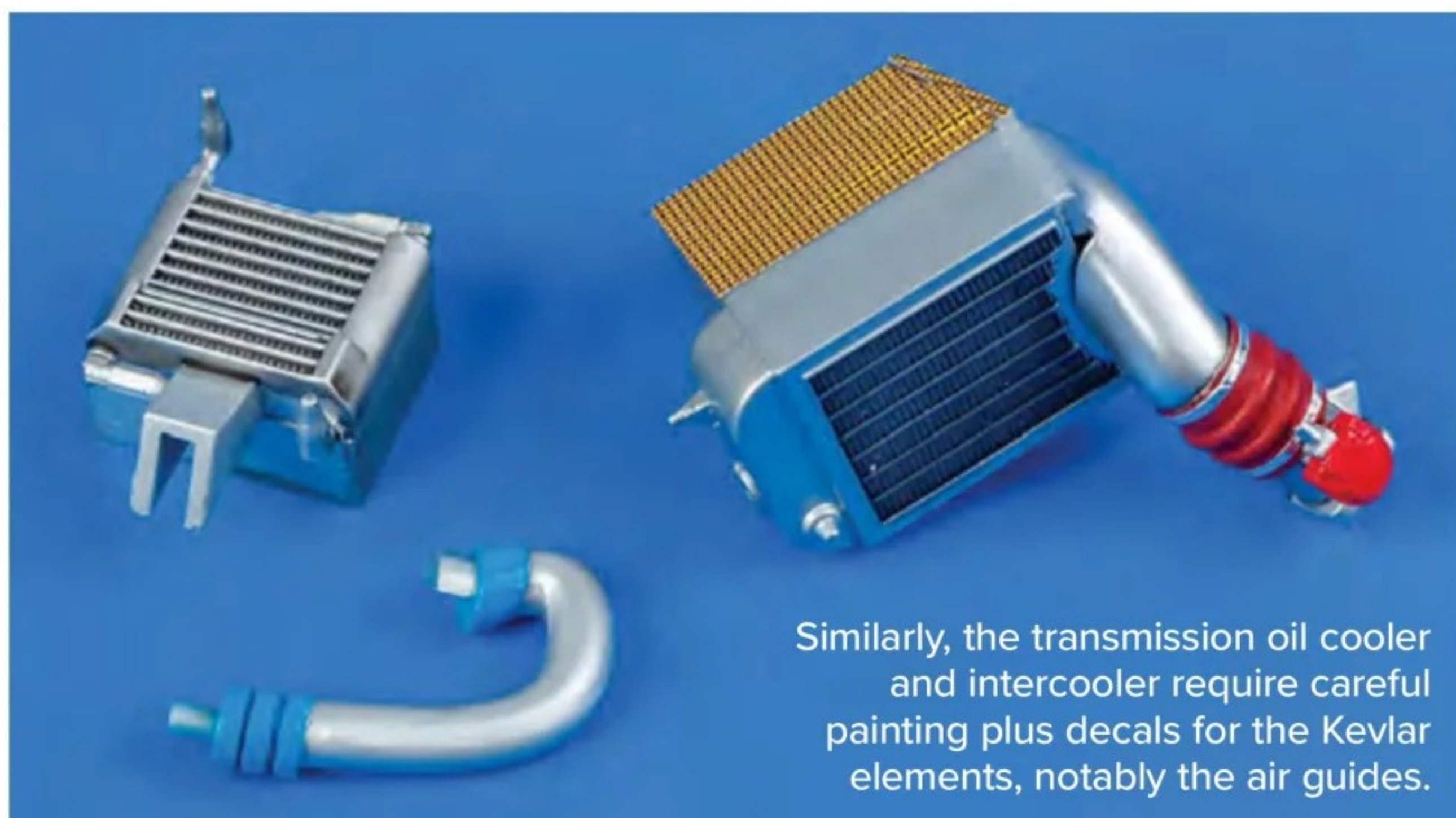
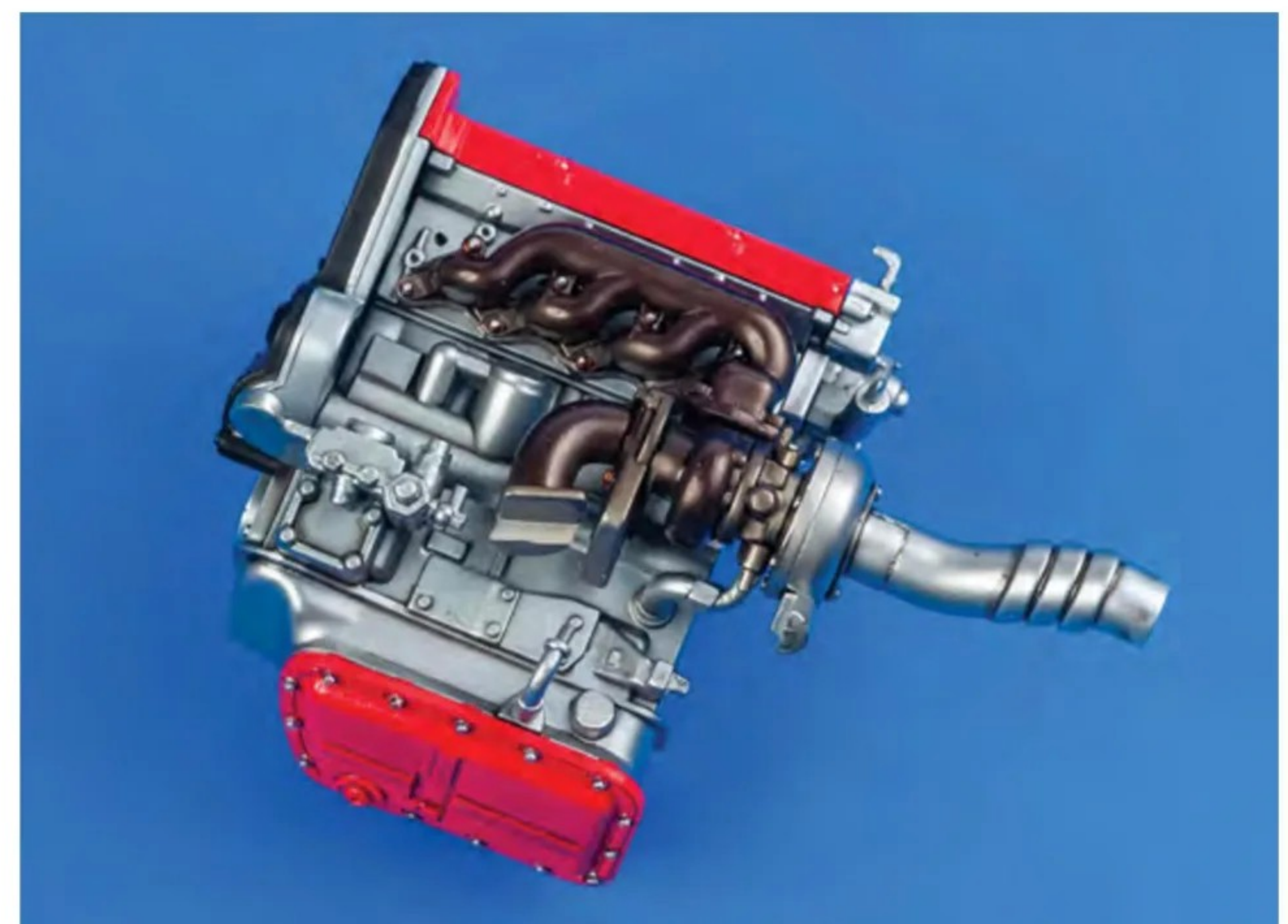


were slightly generic in places. Appropriate colours included various Alclad metallic shades (www.alclad2.com) for bare metal parts and Tamiya LP-5 Semi-Gloss Black (www.hobbyco.net) for black areas. The cam box cover and sump pan received LP-50 Bright Red, but careful masking was then required to paint parts black then add machined aluminium strips along the top. All then received a thin black wash to highlight detail. The exhaust manifold and turbo were over-



▲ The chassis builds up onto one large floorpan moulding, so some minor assembly is required before the entire chassis can be painted. Additional detailing was added prior to spraying.

► Italeri’s engine contains considerable detail and repays careful masking and painting. Note the different shades of the turbo (bottom) which reflect the heat in each area, plus the individually painted bolts and fittings.



Similarly, the transmission oil cooler and intercooler require careful painting plus decals for the Kevlar elements, notably the air guides.

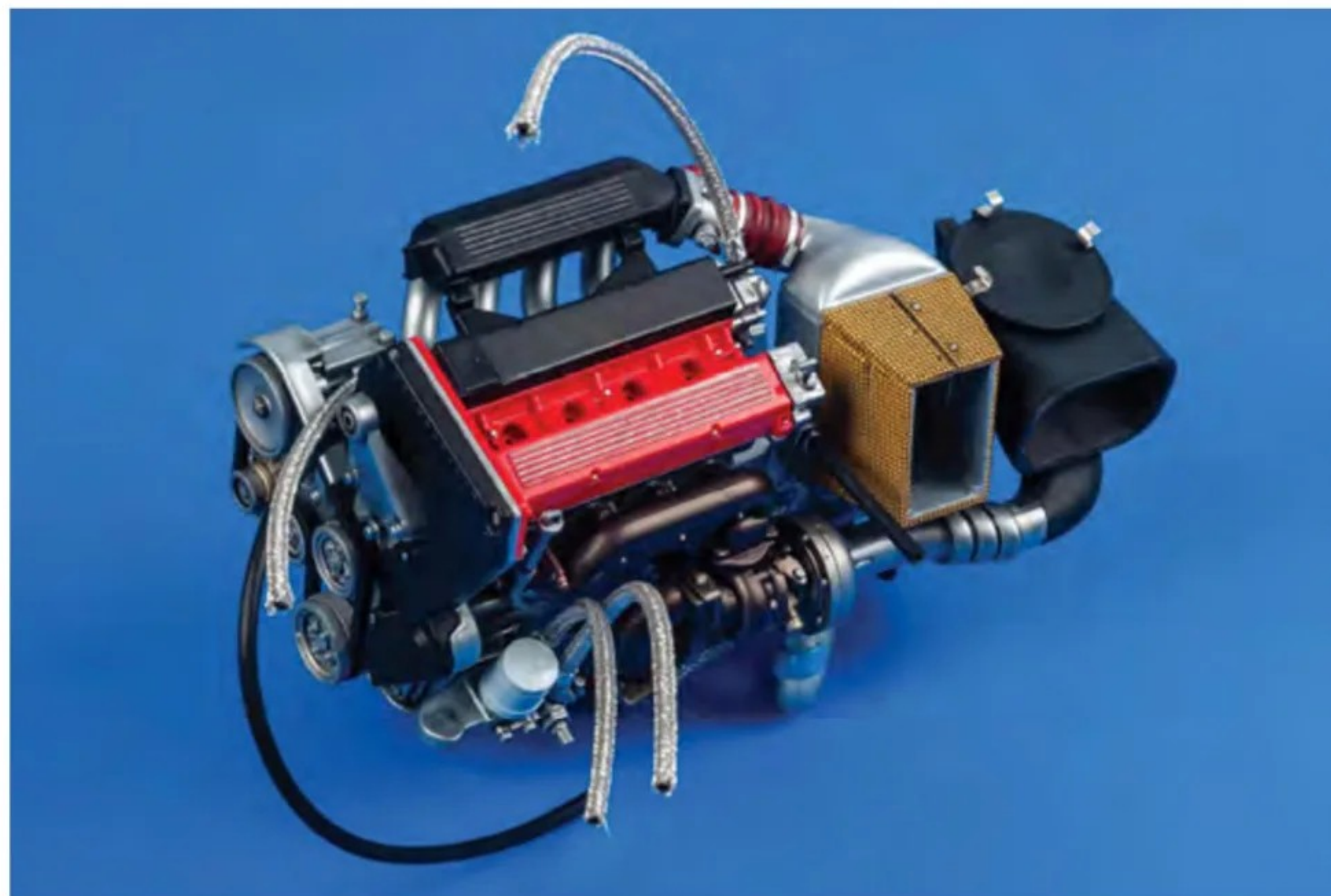


No carbon fibre decals were supplied for the air box, so Tamiya items were used.

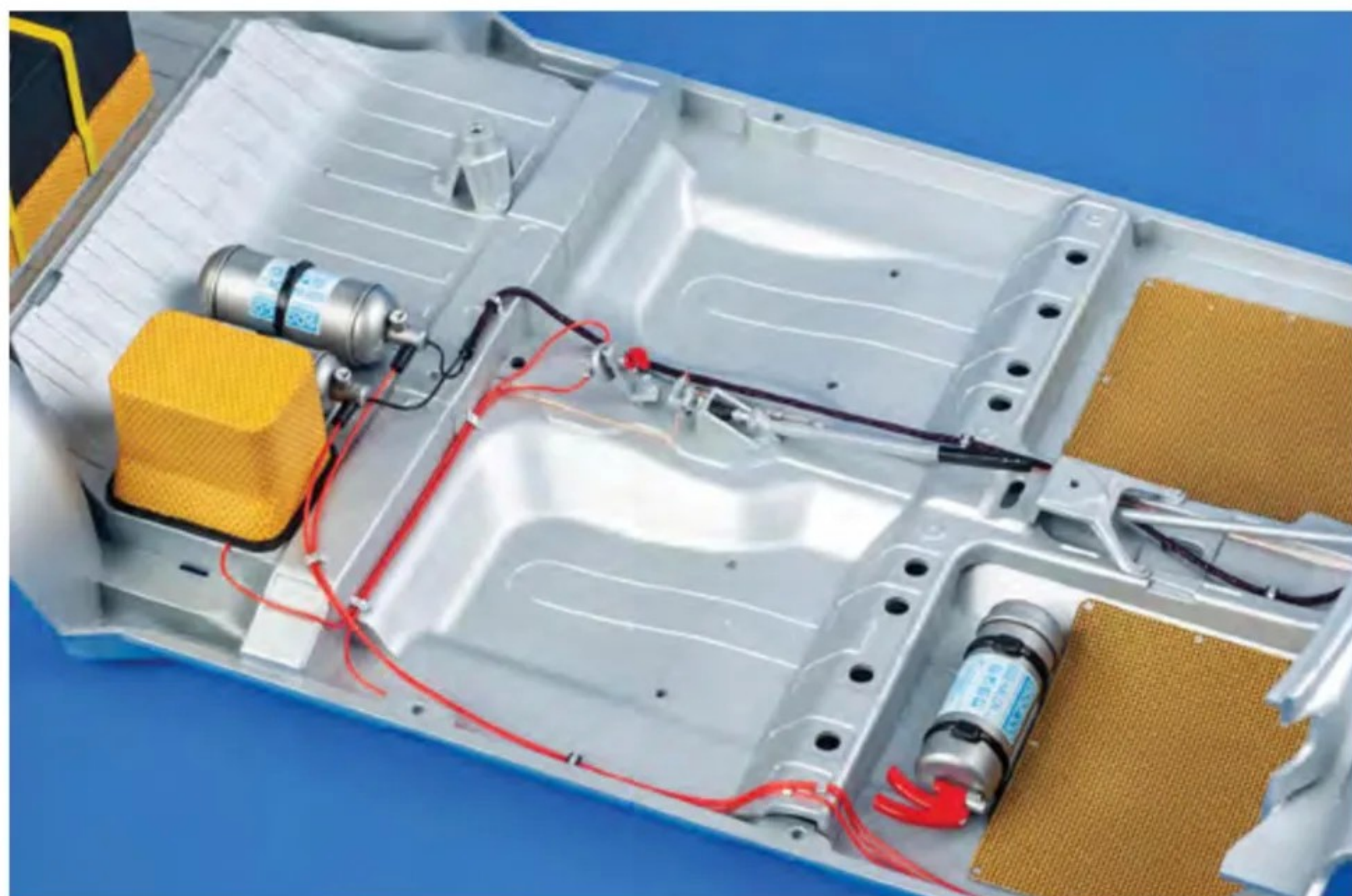




▲ The completed radiator and oil cooler assembly and the battery box and cabin air inlet were both covered in the kit's different styles of Kevlar decals.



▲ Various colours are apparent in the fully assembled engine, complete with aftermarket braided hoses ready for plumbing the unit.



▲ Fitting the cockpit with missing wiring took much work; here, the fire extinguisher and power lines. Note the PE mats (right), which were hard to use.

sprayed with ALC-104 Pale Burnt Metal and ALC-113 Jet Exhaust, while nuts on the former received brass enamel.

Engine detail was improved with bolts made from 1mm plastic rod and blanking plates were used to closed the open sides to the gearbox. Once the basic engine had been assembled, hoses

were added for later installation – the kit supplies various sizes of plastic and rubber tubing that were deemed inadequate. A grey hose appeared flat and too fine, so various sizes of Tamiya braided hoses were used throughout, plus some generic thin examples from the spares box. It was intended to use Top Studio resin hose joints

but none could be sourced in time, so ends were wrapped with self-adhesive aluminium foil and painted clear red or blue.

Checking where the hoses ran to/from the engine revealed some issues: the oil and water pipes were incomplete in places and the oil thermostat housing on the front of the powerplant – which should connect to the oil cooler – was left with no plumbing. Discovering how everything should be connected was not easy – the result is perhaps not entirely accurate, but is better than the kit's depiction. Another problem with the engine was the total absence of any fuel pipes to connect to the inlet plenum – other than the tank there's no propellant system, but more on this later.

The air box was carbon fibre, so this was covered with a Tamiya patterned decal. Ditto the intercooler and transmission oil



▲ Seats were painted and shaded with an airbrush, followed by a dark wash. Rear surfaces received Kevlar-pattern decals.



Italeri's instrument panel is very attractive once assembled and painted, though the transparent covers were discarded – note the holes drilled in the centre console supports.



**“This was going to be a long and complex project”**



cooler guides, which were formed from Kevlar and thus decorated with Italeri's markings. Once fitted, the now-completed engine was set aside.

### Chassis work

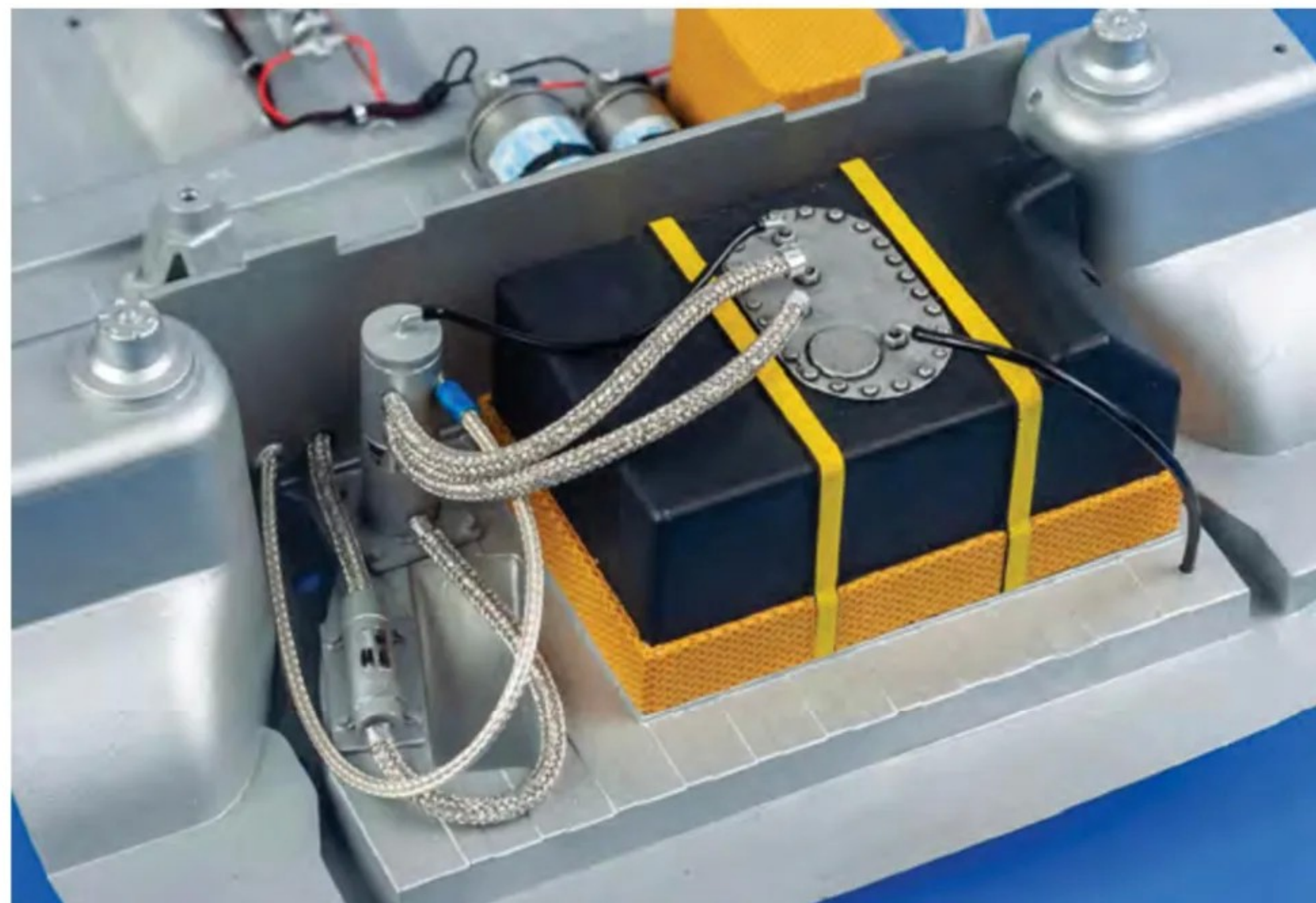
The chassis builds onto one large floorpan, so the first tasks were the engine and driving/passenger compartments. For the latter, the handbrake and gearshift mountings were attached to the floor, then the entire unit was sprayed aluminium.

There was no pipework or wiring supplied for the passenger compartment – in 1/12 scale, everything is visible, so much work was required to make the interior passable. Copper wire was added for the fly-off handbrake and brake bias hydraulics. Fire extinguishers were detailed with scrap plastic card straps and pressure gauges, while

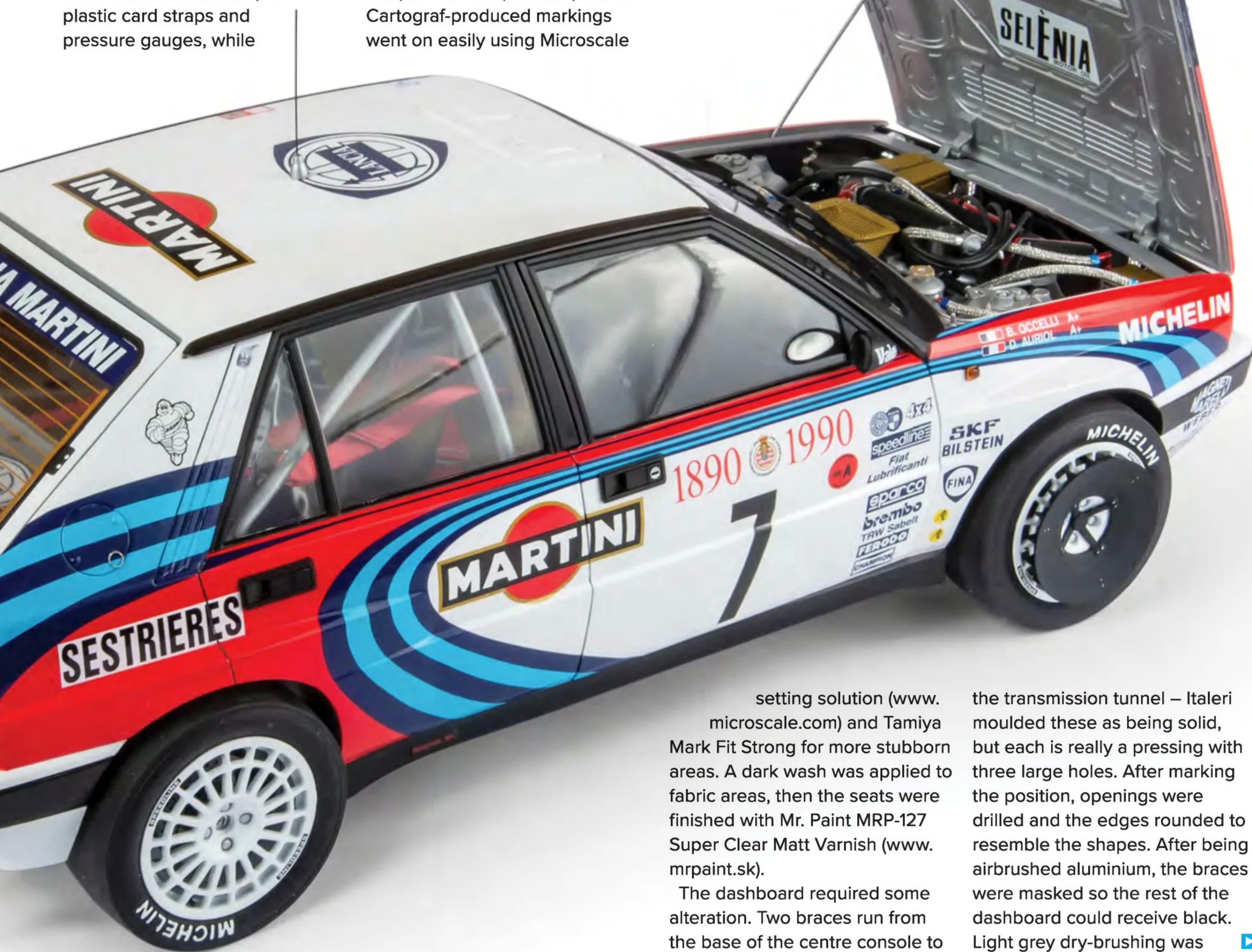
red wire was used for the positive line from the battery to the master switch and out to the front of the car. Cabling was added for the fire extinguisher initiator and outlet lines under the dashboard and into the engine bay.

As mentioned, the fuel system is limited to just a tank, so a swirl pot and pump were scratch-built for the boot, then connected with a supply and return hose through the navigator's side of the car to the engine bay pressure regulator.

The seats were tackled next. These were neatened, then fabric tops were airbrushed with Mr. Hobby H69 RLM Grey ([www.albionhobbies.com](http://www.albionhobbies.com)), a reasonable match for the original colour. Seat backs were Kevlar, for which the kit provides decals, with acrylic varnish preceding application. Despite the complex shapes, the Cartograf-produced markings went on easily using Microscale



▲ Other than a fuel tank, there's no propellant system, so all had to be scratch-built. A swirl pot (upright) and fuel pump (below to the left) were added to the boot floor.



setting solution ([www.microscale.com](http://www.microscale.com)) and Tamiya Mark Fit Strong for more stubborn areas. A dark wash was applied to fabric areas, then the seats were finished with Mr. Paint MRP-127 Super Clear Matt Varnish ([www.mrpaint.sk](http://www.mrpaint.sk)).

The dashboard required some alteration. Two braces run from the base of the centre console to

the transmission tunnel – Italeri moulded these as being solid, but each is really a pressing with three large holes. After marking the position, openings were drilled and the edges rounded to resemble the shapes. After being airbrushed aluminium, the braces were masked so the rest of the dashboard could receive black. Light grey dry-brushing was



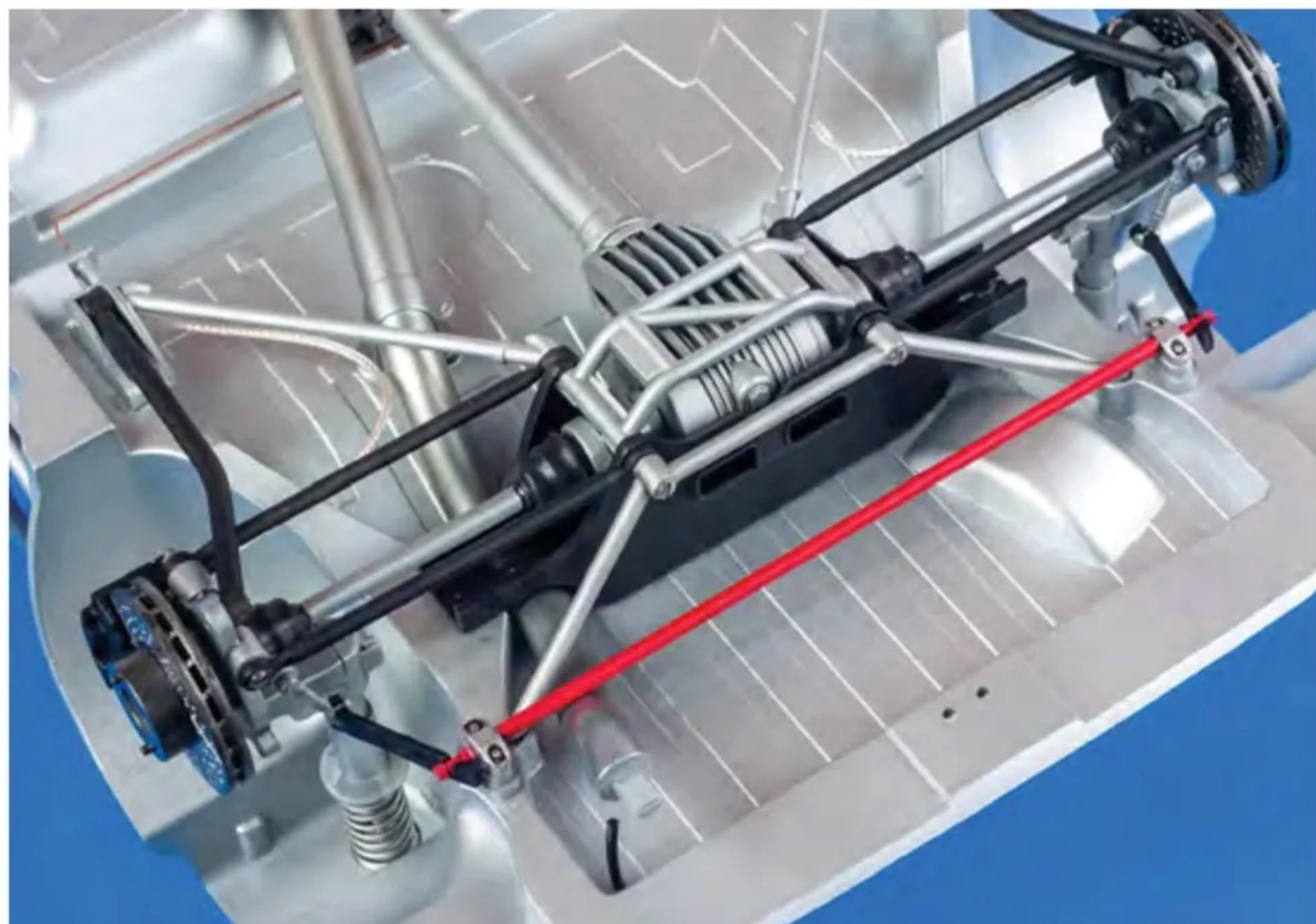


▲ Lap belts were bolted to the floor. No fittings are provided, with the suggestion being to glue them – most unsatisfactory in this scale.

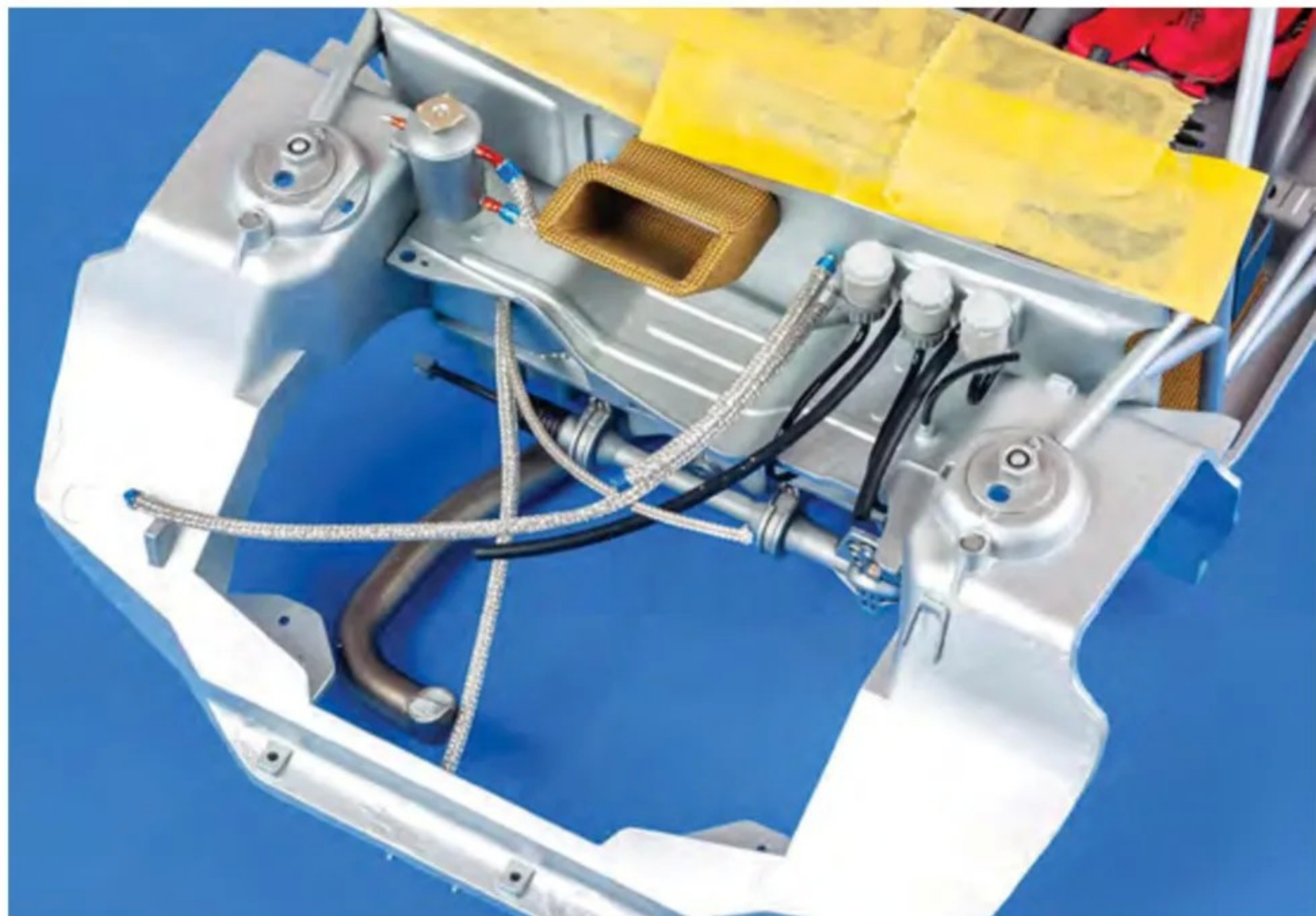
next, followed by a black wash and matt varnish.

Instruments decals are provided to sit behind a PE plate that also has a decal for its face. When it came to applying clear instrument

covers over the dials, the two main covers for the speedometer and tachometer were too small, leaving a gap between them and the PE. This also meant the black edges of the covers obscured



▲ The rear suspension and transmission forms a complex unit with several moving parts. Brake lines were added, initially inaccurately.



▲ Before the engine could be fitted, several hoses and fittings needed attaching. The tape on the dashboard is to protect the matt finish from getting marked.



▲ Suspension dampers appear similar all round (the front examples are shown). All were painted with LP-62 Titanium Gold to simulate cadmium plating.

the scales around the dials. Gloss varnish was used to replicate glass instead, omitting the covers. The completed panel was attached at this point.

## Belting up

The kit comes with a hank of red satin ribbon and PE buckles for the seatbelts. Testing the ribbon in the metal parts, it was very difficult to get it through the tight fittings. Measuring revealed it was 7mm, which scaled up to 84mm, whereas seatbelts of the period were 75mm. So some 6mm red ribbon was found (which scaled up to 72mm) and fitted the kit's PE more neatly. Note that the ends carrying the quick-release fittings require folding in on themselves to fit the buckle – this is correct per the real item but isn't explained in the instructions.

Dimensions given for each strap were somewhat unreliable, so were measured and cut to fit the seats and roll cage in position. The kit doesn't supply narrow belt material for the crotch straps, so 3mm ribbon was used. The best adhesive for the job was GS Hypo jewellers' glue – this doesn't soak into the fabric and leave dark patches as cyanoacrylate would.

In terms of fixing, the instructions show the harnesses being glued just vaguely to the roll cage and floor – an unsatisfactory arrangement. Instead, the floor was drilled and the lap restraints bolted, then fittings were formed from copper wire to attach the shoulder straps to the tail traps and the roll cage. The kit-supplied

Sparco decals were not used as waterslide transfers and fabric are not a good match, whereas Model Factory Hiro sets contain self-adhesive labels so can be applied at a later date.

Although assembled to aid the seatbelt process, the roll cage received stretched styrene weld detail on areas that would be visible through open doors. Once sprayed silver, a dark wash highlighted this added relief.

The seats, seatbelts and roll



**“Various sizes of Tamiya braided hoses were used”**





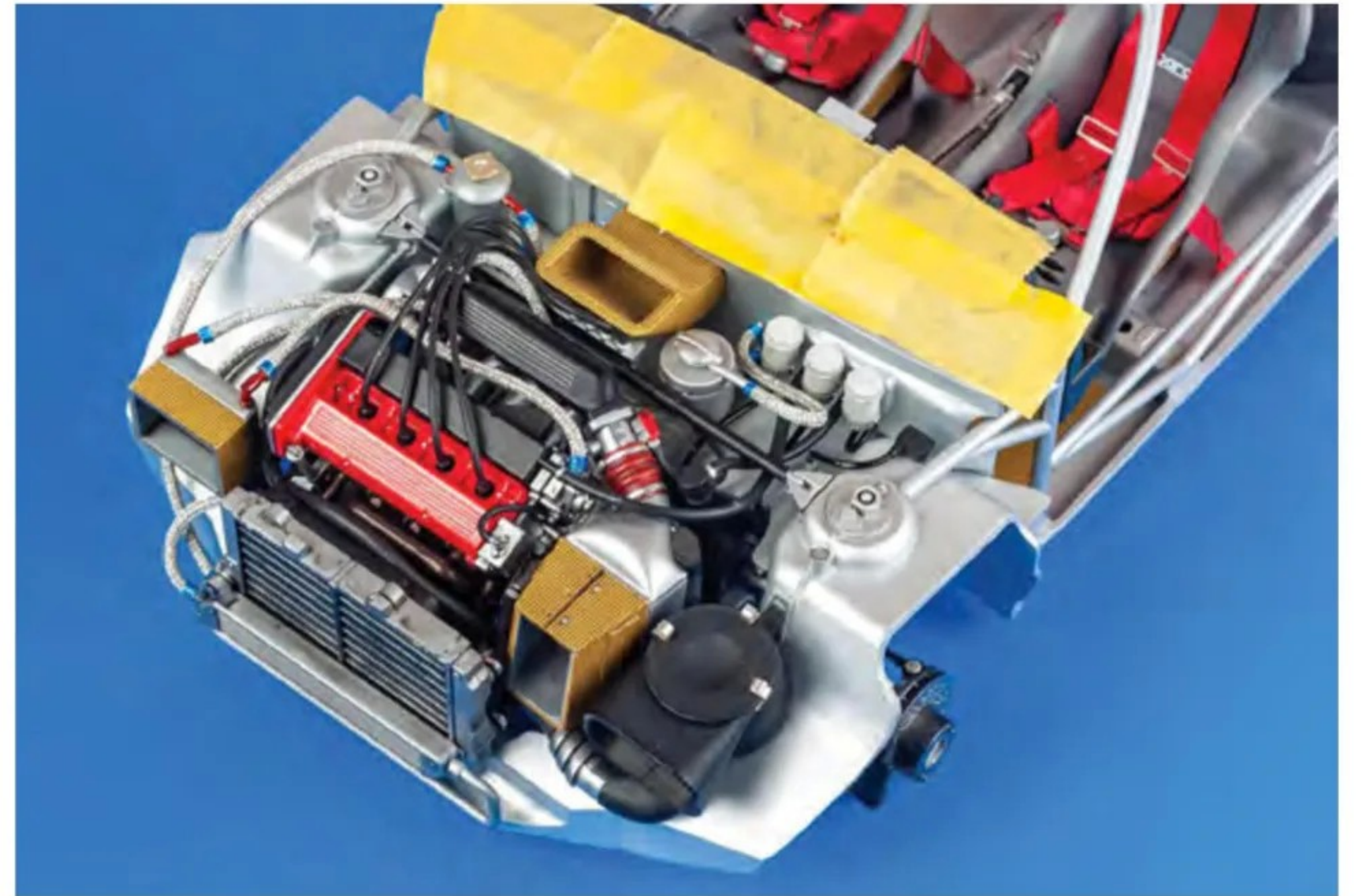
▲ With the chassis complete, the body was dry-fitted to ensure everything aligned correctly.

cage were then set on the chassis. The spare wheel had to be fitted at this point and, as there is no specific item provided, mounting bolts were in situ, so had to be drilled prior to painting. Tyres had a prominent mould

seam, so coarse emery paper was used to remove this and leave realistic surfaces.

### Under the bonnet

Next, the engine bay had to be 'fitted out' before mounting the powerplant. As you might expect, this was fairly detailed, with brake master cylinders and fluid reservoirs plus parts for the electronic ignition and header tanks for water and oil. All needed pipework and/or cabling



▲ Much is crammed into the engine bay; the only alteration required for the bonnet to fit was to move the plug leads to the left of the fuel pressure regulator.

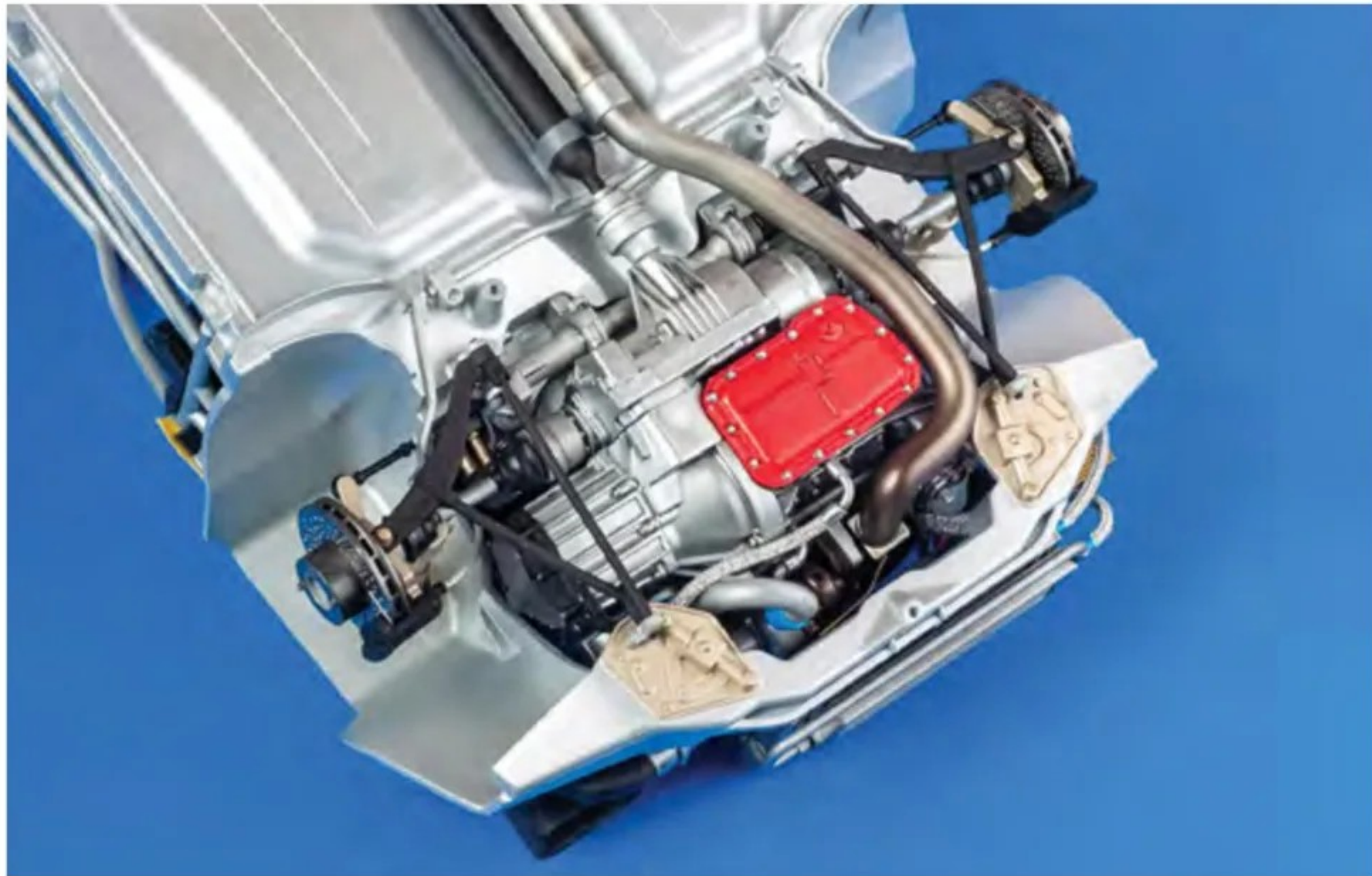
to connect to the engine, while fuel hoses were also in position, having been pushed through the bulkhead. Several evenings were taken preparing and painting parts, then assembling suitable pipes and cables before all was ready for a test-fit to see if the fittings aligned and the engine seated correctly.

One last job remained: the transmission and suspension. With the cockpit safely protected by the roll cage, the model could be flipped for work on the running gear. The first job to tackle was the exhaust as this runs over the rear suspension – it was painted aluminium then carefully shaded with ALC-113 Jet Exhaust for a used appearance. Work then

began on the propshaft and rear differential. The latter fits inside a protective cage carrying the suspension mountings, thus the uprights for the cushioning system had to be completed. Much neatening, building into sub-assemblies and painting was required before the rear transmission could be fitted. Quite a few of the suspension parts are screwed into position, partly for strength and partly for a workable arrangement – sprung dampers are supplied, which work if assembled carefully. On the real car, constant velocity joints would allow the suspension to move and still transmit drive to the wheels; on the model, these are represented by rubber cones that actually work quite







▲ Underneath the engine, the exhaust and suspension elements were attached without issue, while hydraulic hoses were added to each brake calliper.

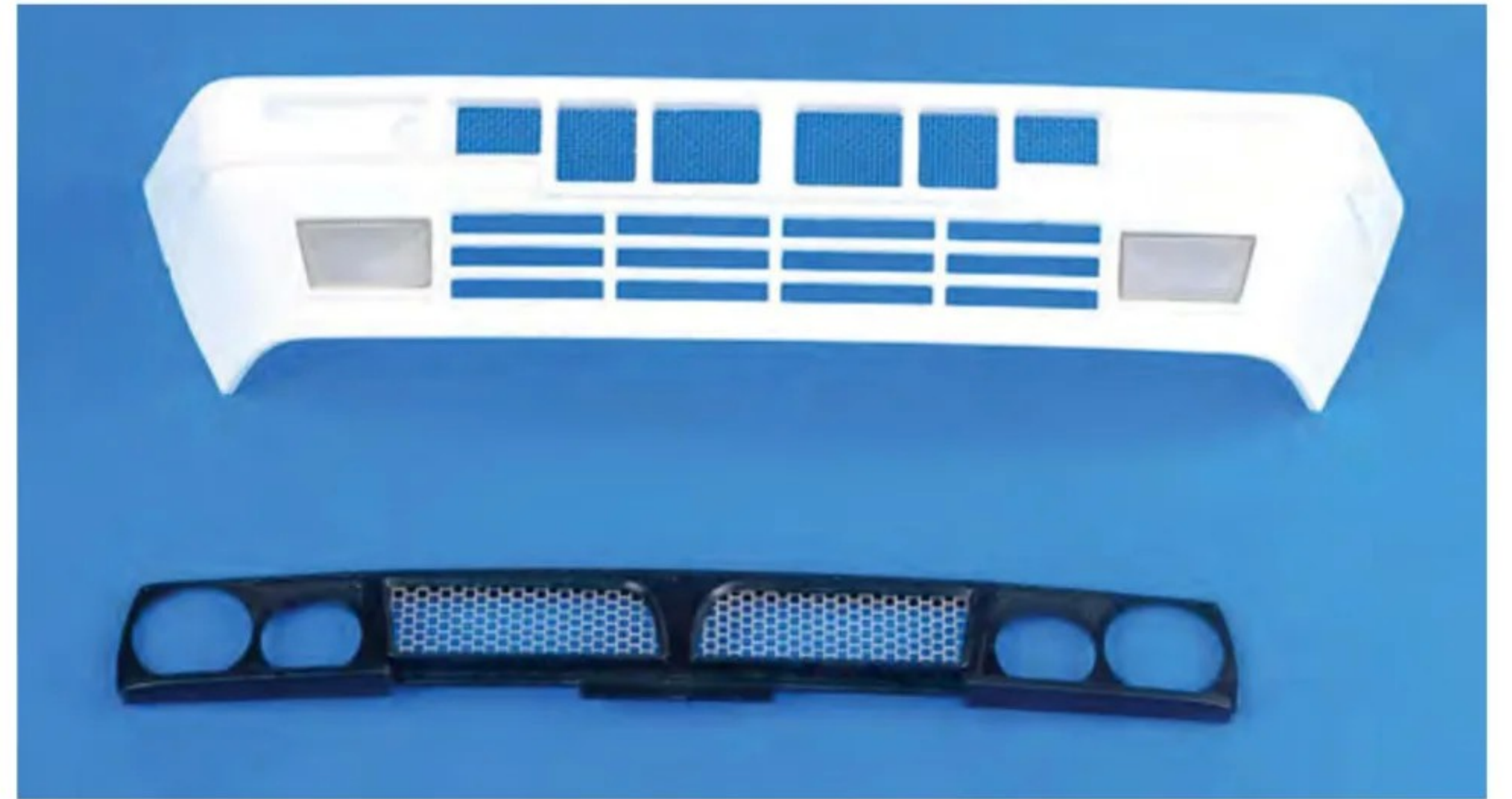


▲ Once the body was painted white, red areas were masked and airbrushed. Accuracy wasn't important as decals would cover the edges, but this meant no gaps could be present.

effectively. The instructions are not particularly clear on the orientation of the suspension arms, thus care was required to ensure all were fitted correctly – so as not to bind – and allow the suspension to move freely. Similarly, the brake discs and

callipers must be attached to the uprights carefully to prevent rubbing that would remove paint.

The front suspension was similar job, with just additional pickups for the steering. Overall fit was very good so everything aligned correctly and sat properly with the



▲ Several grilles must be attached to the front bumper. PE was used for the lower example, while kit-supplied mesh was fitted to the upper piece.



▲ The bonnet and doors also had red areas that had to be painted and there was a surprising amount of black trim to be added to the bumpers, window frames, door surrounds and roof drip rails.

wheels. The only problem area was connecting the droplinks on the anti-roll bars – the rear was very tight and fitting broke one of the mountings, while the front was rather sloppy and kept popping apart.

Test-fitting the body showed

Decals took considerable work to apply. Notably, care was required to align the blue stripes on the front and rear wings with the doors and bonnet.





a problem: the car's track was too wide at the front and rear – at the back, the wheels actually hit the top of the wings if the suspension was compressed. A photo of an assembled model in the instructions exhibits the same issue, so it wasn't a build problem, and there's no room for adjusting the suspension. The issue seems to be the kit's wheels, which scale to 17in 9.5J sizing, whereas references show 16in 7J examples were usually used on tarmac – this equates to slightly more than 5mm difference in 1/12 scale. Such units would mean the wheels fitted correctly – I have seen one of these kits built with 3D-printed wheels of the correct size that looked so much better. Fortunately, the rims are held by screws, so if aftermarket replacements become available, they can be substituted easily.

By this point, the build had taken almost six months, so it was a big occasion when I was able to finally install the engine and connect

the exhaust, transmission and pipework. Adding the radiator and the oil cooler meant the chassis was complete.

### Time for the body shop

Italeri's bodyshell is one huge moulding, but it's important to mention that test-fitting the doors revealed they didn't fit very well unless the frame was fitted over the chassis, spreading it to the correct shape. The fit of the opening parts on the finished model is excellent, with no adjustment necessary. After neatening the body parts, minor assembly was required to attach the hinge posts for the front doors before paint. Mr. Surfacer 1000 White was followed by several coats of LP-2 White, each flatted with 6,000- and 8,000-grade micro-mesh.

The instructions contain paper templates to apply the red areas for the Martini sponsor markings – on either side are large two-tone blue decals, so the colour had to reach into these to avoid



▲ After the windows were fitted in the doors, a glue line visible on the inside was masked and painted black to give a neat finish both inside and out.

gaps. The rest of the bodyshell was then masked so that the white was protected – the inside (doors, their shuts, bonnet and tailgate) could thus receive aluminium. While Tamiya's X-7 Red is suggested, LP-50 Bright Red was a better match with the Martini logos – coverage was excellent and two coats were applied and flatted in between. Black came next – the roof edges, tops of doors and window

surrounds received LP-5 Semi Gloss Black. Masking was now removed and it was time to tackle the decals.

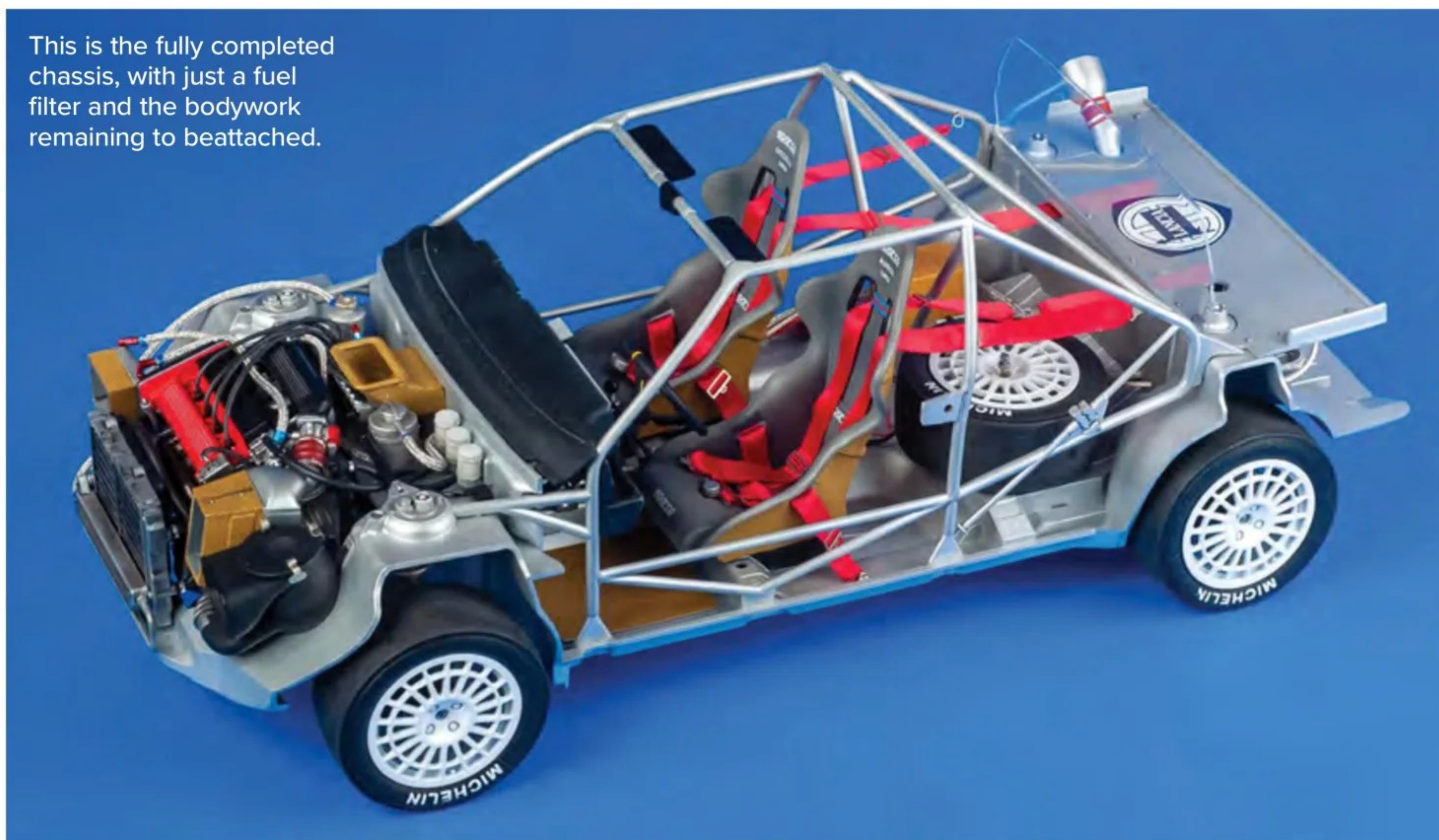
Applying the markings is another major job as there are lots of them and some are very large. The best place to start was with the doors as this determined the position of the front and rear decals. The instructions are not very clear on how the items fit – particularly how high up on the



**“Engine detail was improved with bolts made from 1mm plastic rod”**



This is the fully completed chassis, with just a fuel filter and the bodywork remaining to be attached.



Body parts then received coats of Mr. Color GX112 UV Cut Gloss Varnish, again flatted between layers with a final application of Tamiya Polishing Compounds for a mirror finish.

## Stage finish

The model was now starting to take shape, but the finish meant it was becoming increasingly difficult to work with the parts. Fitting the windows was nerve-racking, but went surprisingly well – the side windows caused the only real problem as they wouldn't fit, but a minor scalpel scrape and paint touch-up solved the issue. Internal faces were then masked to paint the areas of the inside of the window frames in black. On the tailgate, the inner edge of the rear window's rubber seal was also painted black, which helped disguise the glue join.

The front bumper had to be assembled into a unit carrying the radiator grille and lights – the last of these must be assembled carefully to avoid any glue

door – so positioning is critical for markings to align correctly. The correct position is to line the fine blue pinstripe along the top swaging of the door, where it bends flat to the base of the window (see photos). The whole decal then angles down very slightly, as shown where it runs

across the door handle. The bodyshell had to be fitted and doors taped in position to apply the markings.

Copious quantities of setting solutions were used to ensure the decals conformed. They took several

days to apply, yet the fit was impressive, particularly the stripes. There were small places where touch-ups were required and Humbrol 104 Blue ([www.humbrol.com](http://www.humbrol.com)) was a perfect match for the dark hue, while X-2 White and X-14 Sky Blue could be mixed for the light shade.

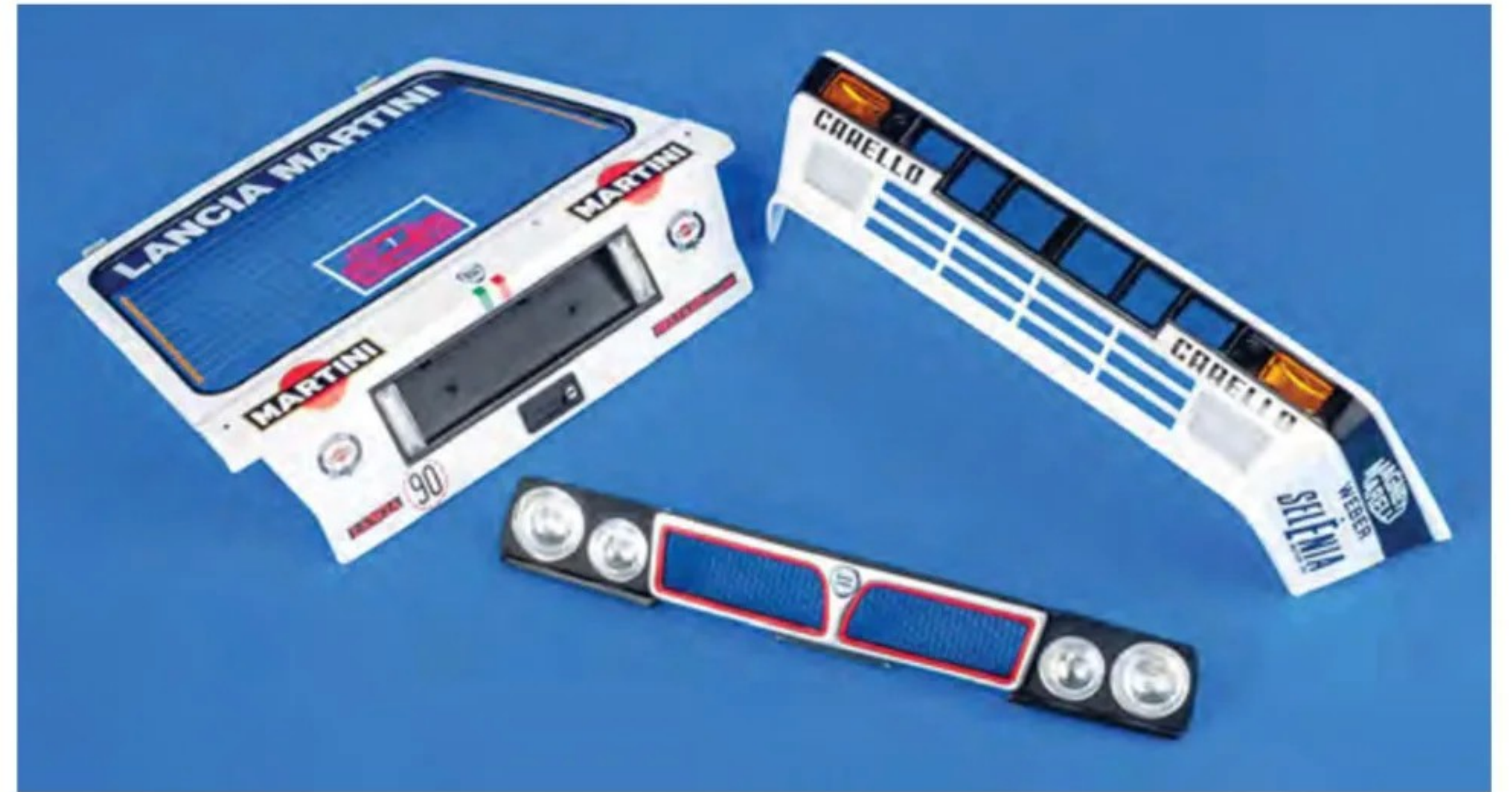


**“It was a big occasion when I was able to finally install the engine”**





▲ The main shell was ready with windows and inner trim attached and just the tailgate, bonnet and doors separate.



▲ Lights were added using Johnson's Klear. Chrome reflectors for indicators and reversing lights were added with a 1mm Molotow Liquid Chrome pen.



▲ Front wheel brake fans and the wing mirrors had to be covered in carbon fibre decal. Again, Tamiya markings were used as none were supplied.



▲ Smaller details included PE retaining fittings on the windscreen and rear window. A plastic tailpipe was replaced with a length of 5mm stainless steel tube.

marks, so Johnson's Klear was used to bond the lenses to the housings. Fitting the light units to the grille is not clearly shown in the instructions, but be aware that the flat sides have to face each other. Also pay attention to the position of the lenses – the instructions show them fitted the wrong way up on one side.

Really tricky jobs now followed. The tailgate and bonnet had to be attached and the positioning was vague in the instructions, so they were glued and the covers left closed while the hinges were set. The doors fitted easily once an opening for the locating pin was cleaned on the body – they were also closed while the glue cured, with masking tape applied across painted areas to avoid any slippage and panel gaps.

With the bonnet fitted, the completed front bumper could be attached to the lower edge of the front wings, but care had to be taken to prevent damage. Adding to the difficulty, the decals

prevent tape support, so the best solution is to rest the bumper on two paint bottles, thus allowing the weight of the model to press the sections together.

Wing mirrors and brake fans (which fit the front wheels) had to be covered in carbon fibre decals and varnished. Other small jobs left to complete the model included fitting the indicator lights, windscreen wipers and so on – finishing these small jobs took much longer than expected.

Finally, after nine months, attaching the roof aerial was the very last job and the model was complete... except no suitable tubing has been found to replace what was supplied for the front brake ducts, plus the horrible chrome cut-off button near the wipers wasn't fitted in want of replacement. Ditto the PE mudflaps, as these appeared unconvincing – front examples were not always fitted, while pewter sheet can be used for a rear set.

## Rally result

This is a big, expensive kit. It was a lot of work and I really enjoyed building it. There are some issues – notably the wheels – for which there are currently no easy solutions. In my view, the kit-supplied detailing parts are inadequate – I replaced almost all of them and added many more.

There are also lots of ejector pin marks, many in very awkward places, some are unusable, such as the instrument dial covers. That said, overall fit is very good, particularly the doors, tailgate and bonnet, which are important for the overall look. In conclusion, it's a huge amount of work but also hugely rewarding!

AMW



▲ Bonnet pins are difficult to fold, but spares are supplied. The front bumper is hard to fit along the bottom of the front wings.





In a 1/72 scale first, Xtrakit has released a brand new kit of the Saunders-Roe SR.A/1. **Chris Jones** investigates

# Silver Swimmer

**S**aunders-Roe's SR.A/1 flying boat was a highly unusual design, built to a wartime requirement for a jet-powered flying boat fighter. Slow progress on the project meant the first prototype – which was often referred to as the 'Squirt' by engineers – didn't fly until 1947, and by that time

its performance was inferior to contemporary combat aircraft and the RAF decided it was surplus to requirements. Unfortunately, two of the three prototypes were destroyed in accidents, one of them while being flown by legendary test pilot Eric 'Winkle' Brown. The sole surviving SR.A/1 now resides in the Solent Sky Museum, a fascinating reminder of a time when many exotic prototypes graced the skies of the UK.

## MODEL SPEC

**Saunders-Roe SR.A/1**

**By:** Xtrakit

**Stock Code:** XK72017

**Scale:** 1/72

**Price:** £26.99

**Available from:**

[www.hannants.co.uk](http://www.hannants.co.uk)



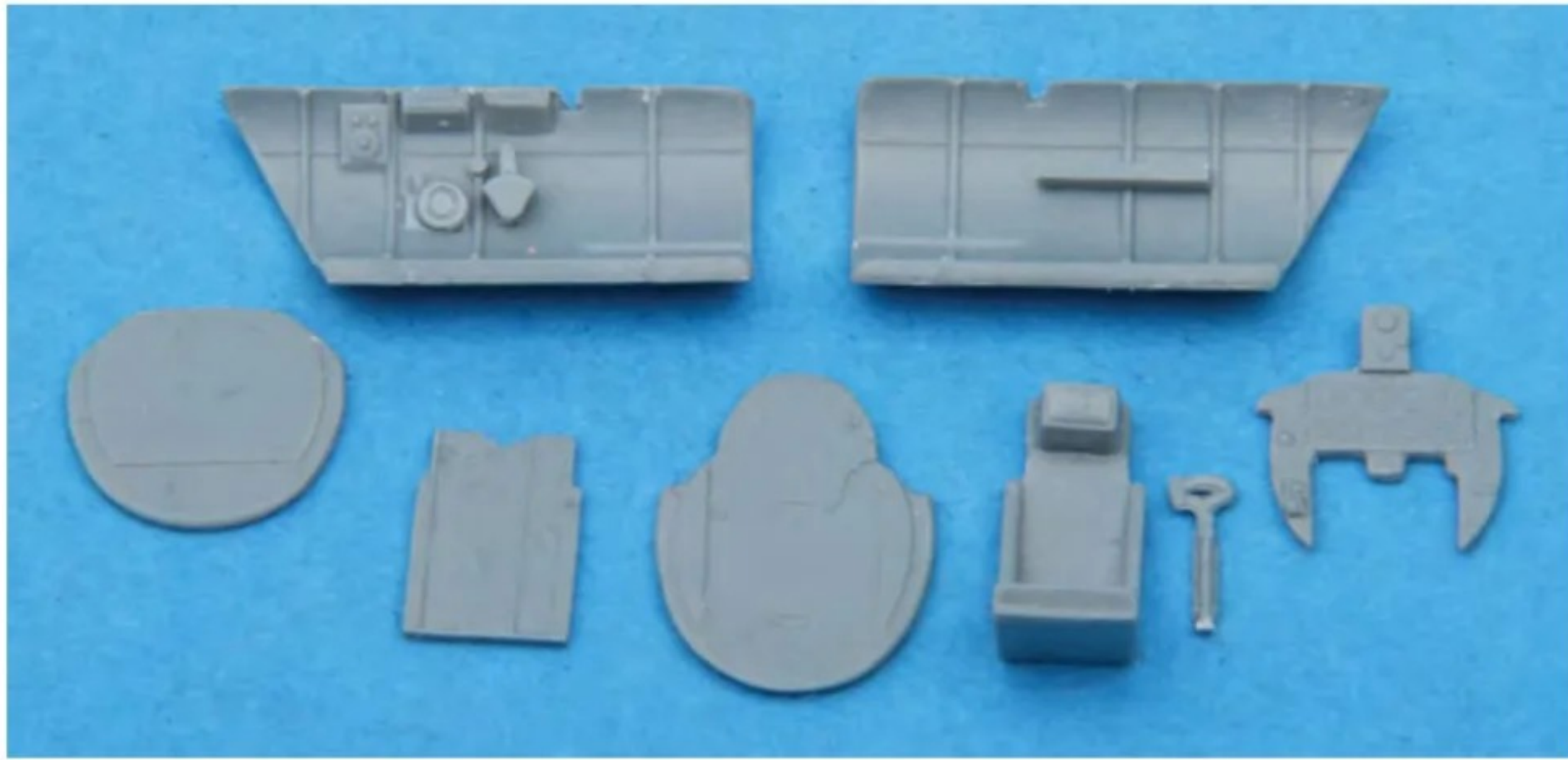
## Plastic first

Until now, the Saunders Roe SR.A/1 hasn't existed as an injection-moulded plastic kit. Recently though, Xtrakit has brought two boxings of this exotic machine to the market. The initial release (XK72017 – built for this article) covers the three prototype aircraft, while the second release (XK72018) contains three 'what-if?' decal options for hypothetical



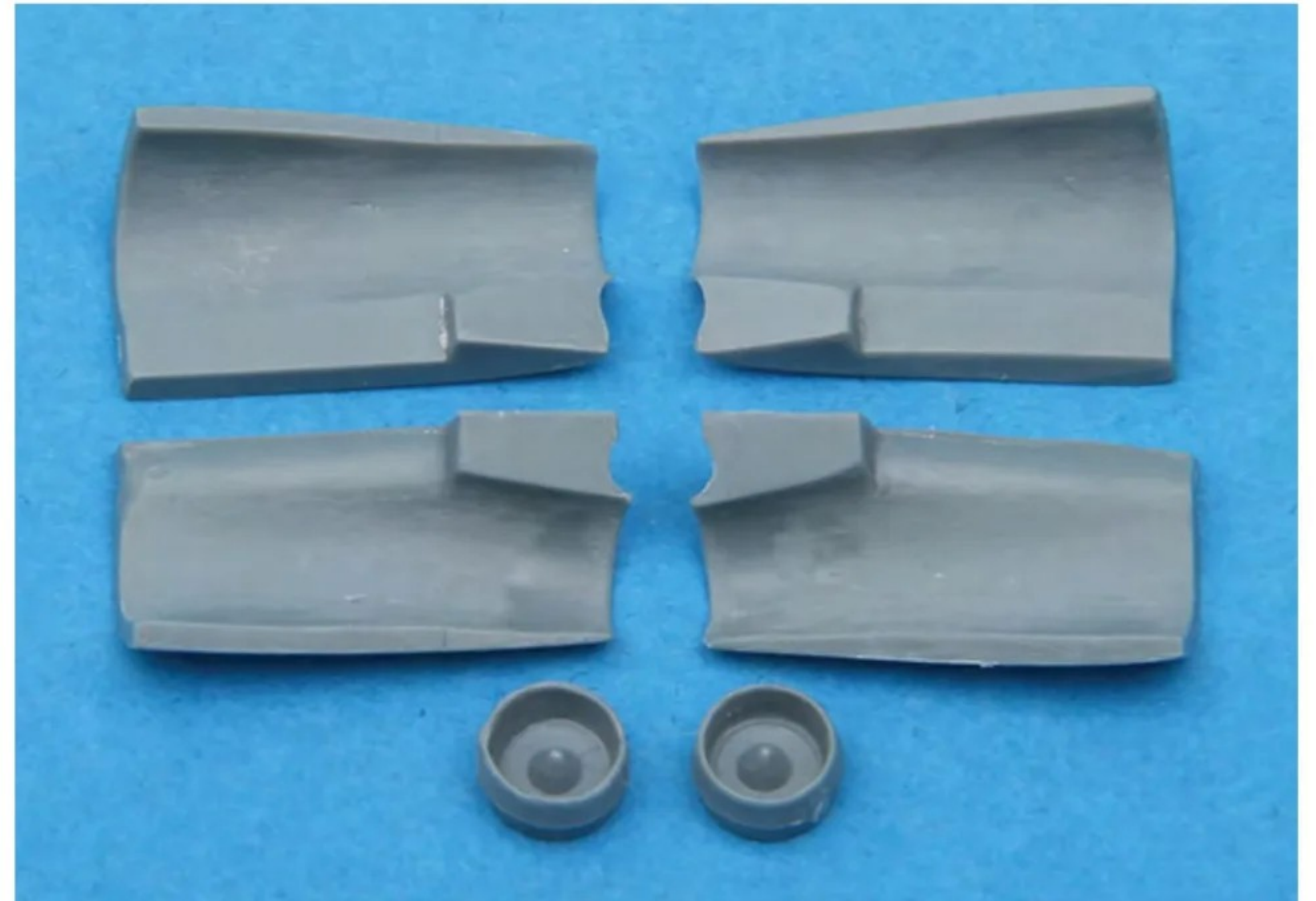
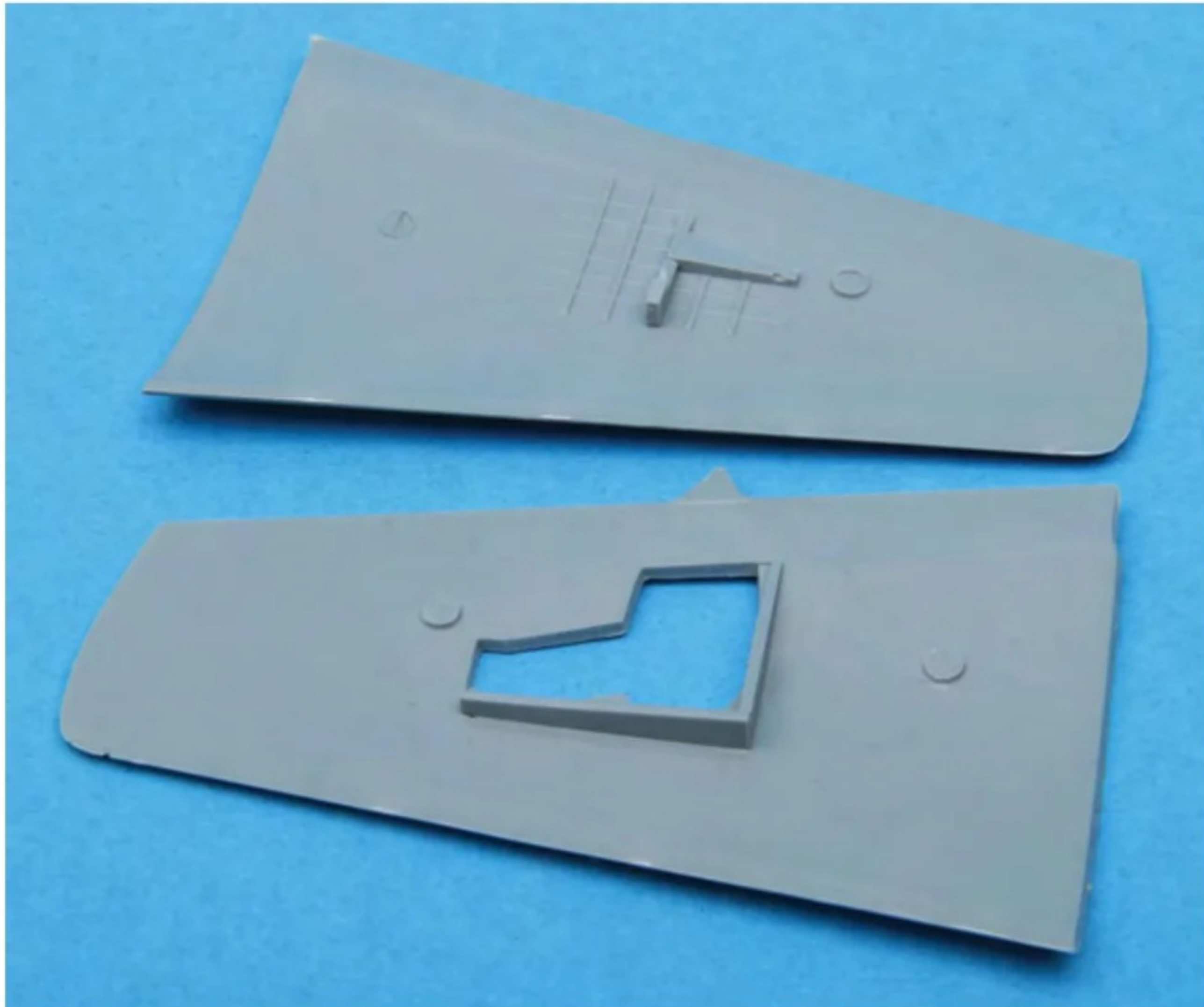
▲ In keeping with limited-run offerings, no locating pins and holes were present on the main airframe parts.





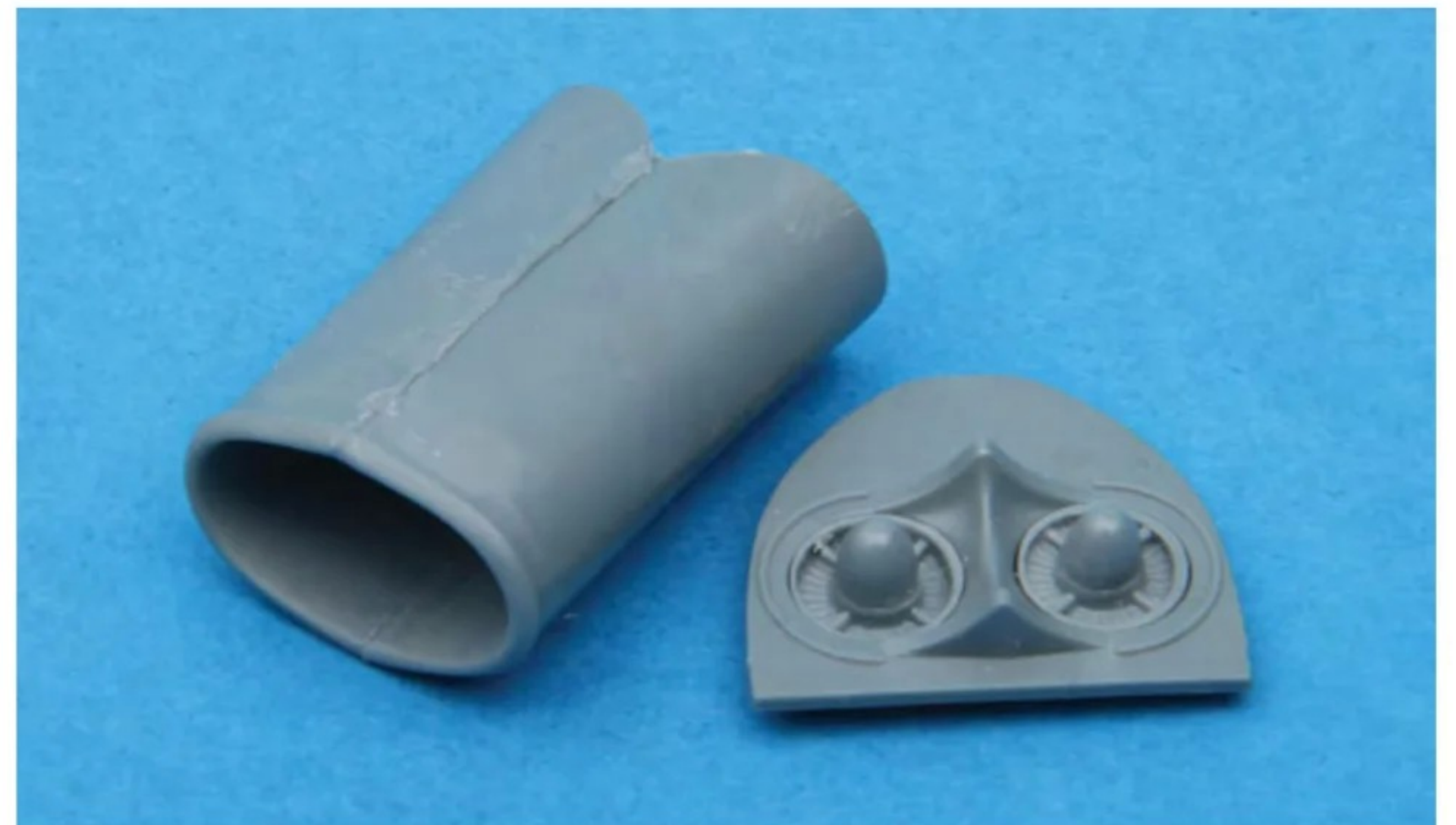
▲ Although the cockpit parts count is minimal, the detail on offer is very attractive, with the 3D-printed decals adding a final touch.

▼ Assembling the wings is much easier if the bay sidewalls are attached to the lower half instead of the upper one.



▲ Much sanding was required to clean up the jet exhaust parts prior to assembling them, but time spent here was well worth the effort.

▼ Cleaning up the intake join required plenty of sanding, along with filler. The engine compressor faces were not mentioned in the instructions though, so do remember to add them.



service aircraft. A large number of extras are present in the box, comprising a canopy and wheel mask set, a photo-etched (PE) metal fret and 3D-printed colour decals for detailing the interior, including the instrument panel and seatbelts. The recessed panel lines on the kit

are sharp, fine and look perfectly good in 1/72 scale. However, you should be aware that this is very much a limited-run item, therefore locating pins and holes are absent – it's definitely not a quick build.

### Floating fuselage

Component breakdown is straightforward, but one

particularly interesting feature is the inclusion of a flat fuselage bottom, so those wishing to depict the kit as a waterline model as part of an 'at sea' diorama can do the necessary surgery. Although the cockpit parts count is minimal, the detail on offer is attractive, being readily enhanced by the inclusion of the 3D-printed colour decals.

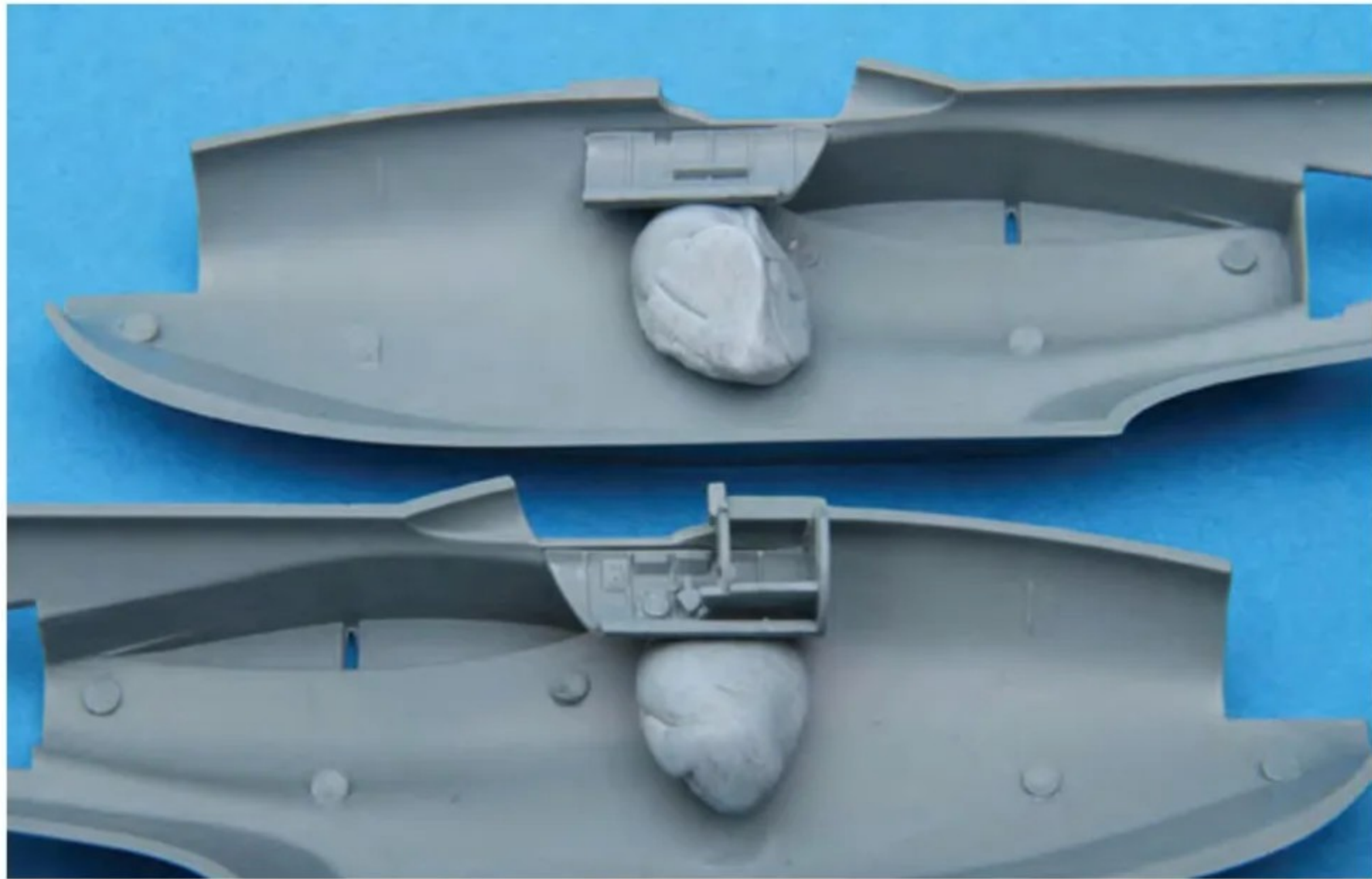
Unfortunately, no instructions were included in our sample to show where the 3D-printed cockpit markings are positioned, so an element of guesswork was required during application.

Construction began by assembling the prominent air intake halves with Revell Contacta Cement ([www.revell.de](http://www.revell.de)) and

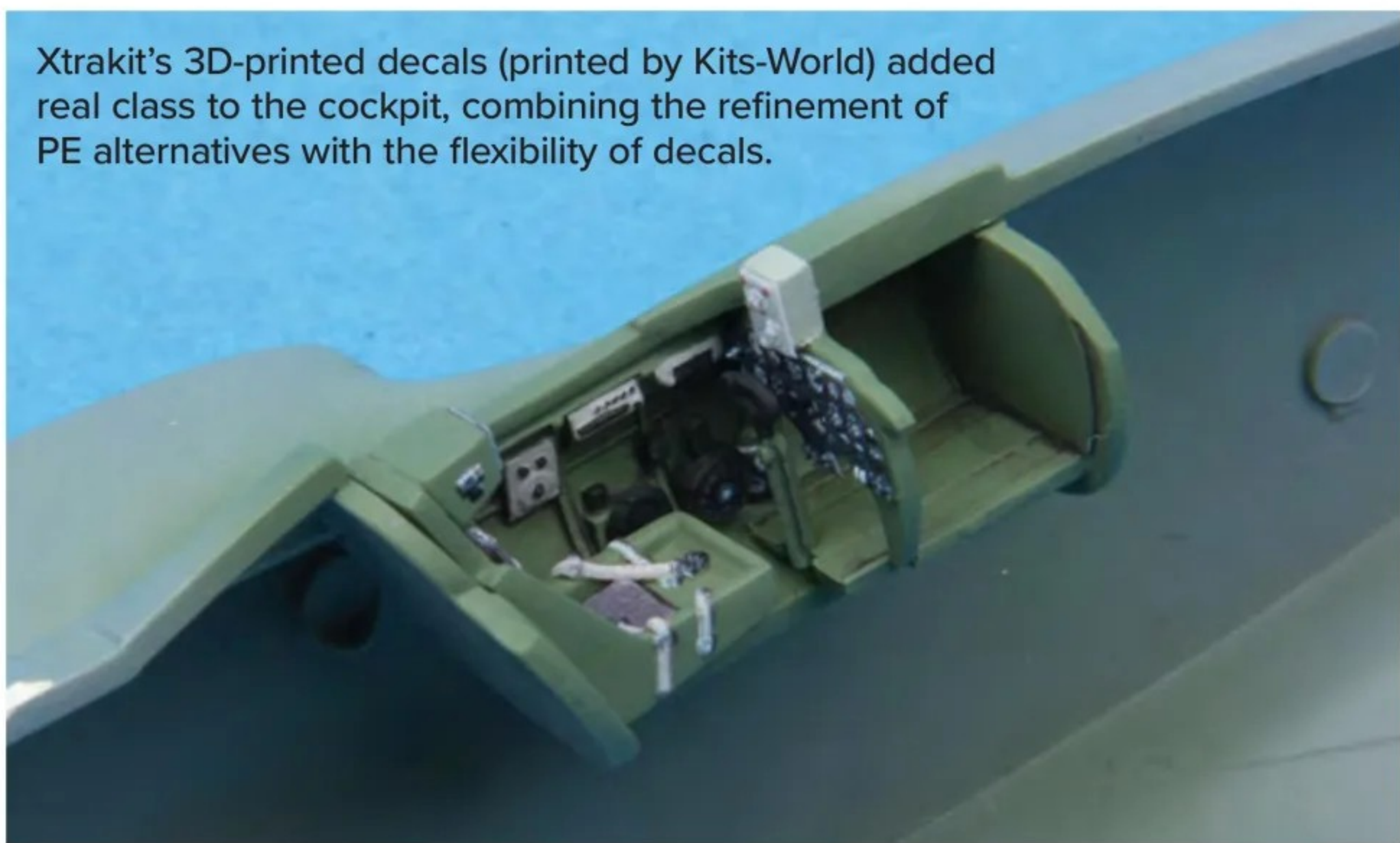


**“The completed cockpit is an absolute gem”**

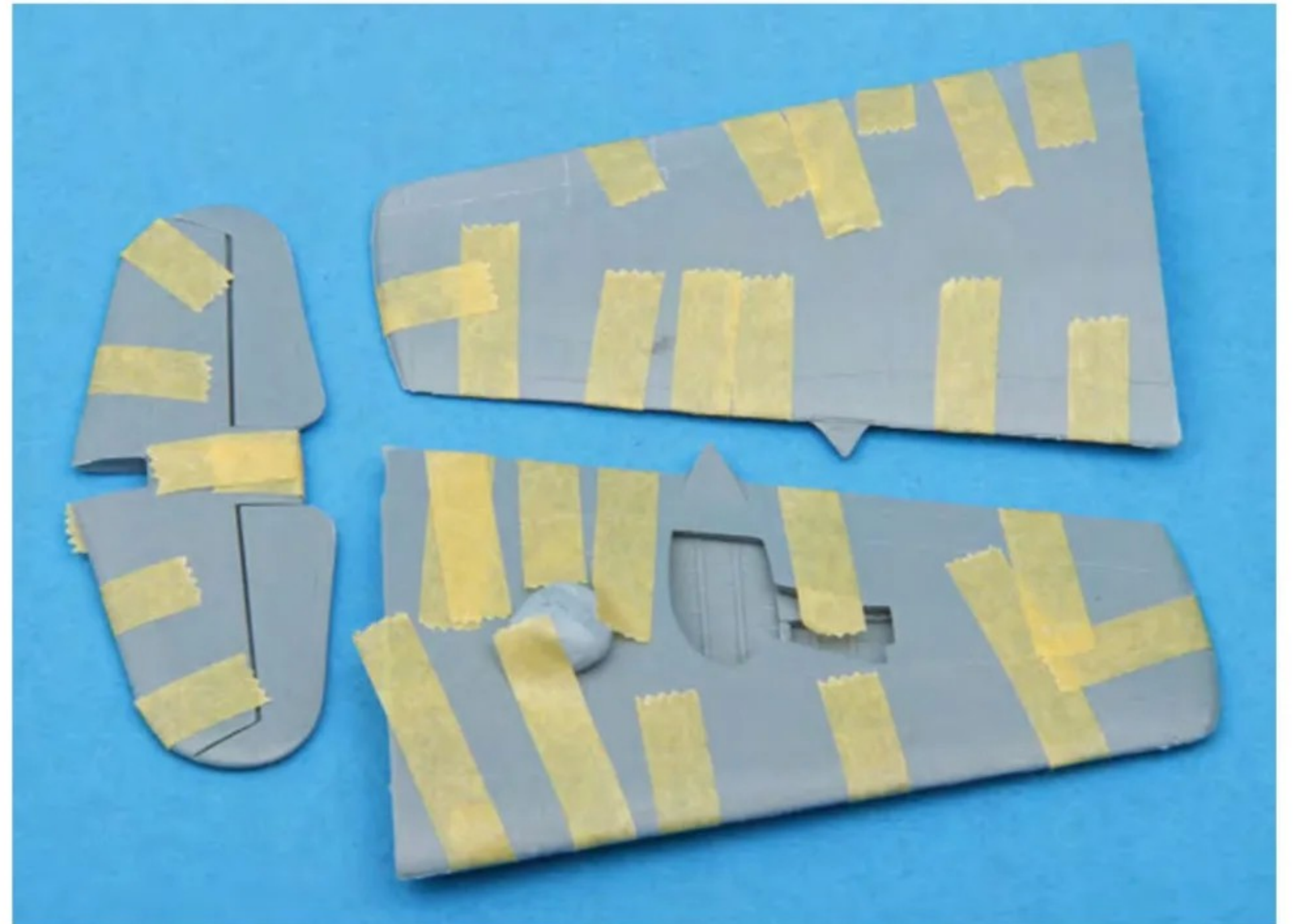




▲ Attaching the cockpit was made much easier by using Blu Tack as a temporary support to aid test-fitting and glue application – gaps would be filled with Milliput.

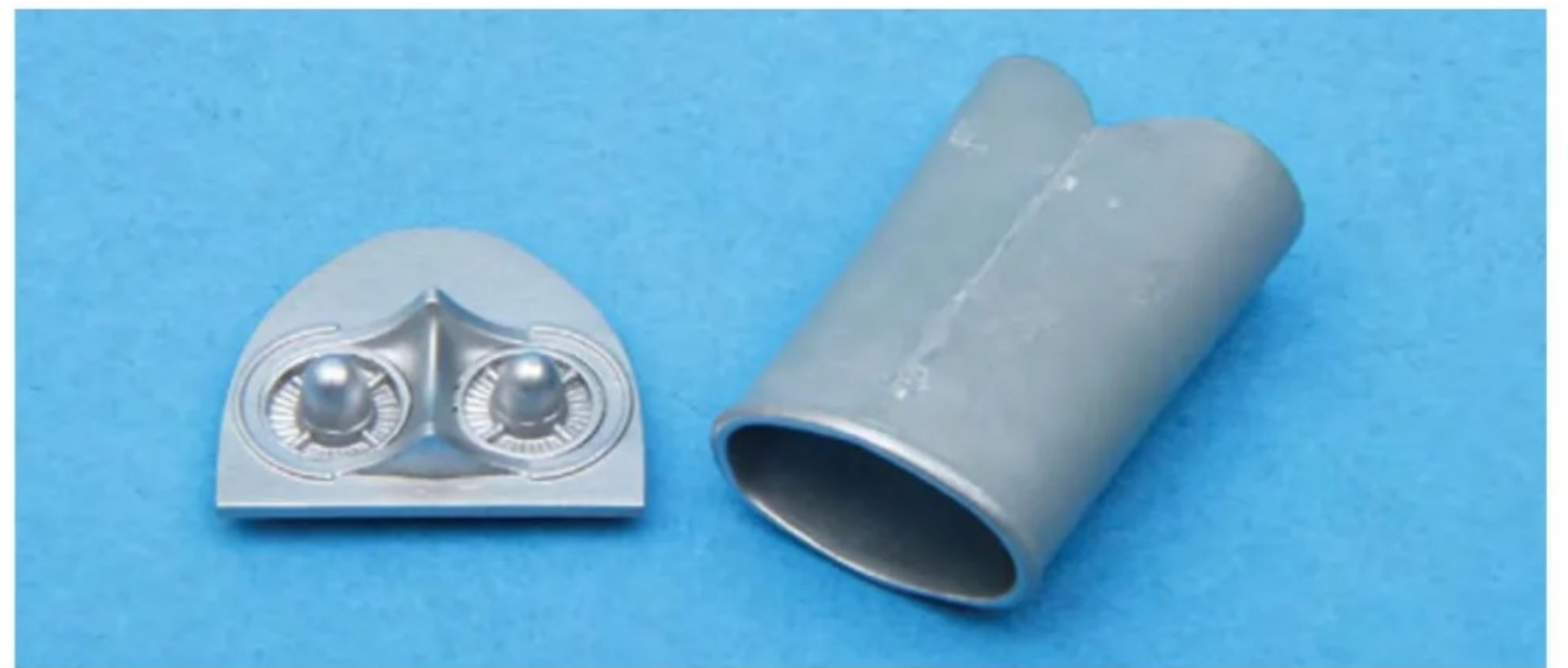


Xtrakit's 3D-printed decals (printed by Kits-World) added real class to the cockpit, combining the refinement of PE alternatives with the flexibility of decals.



▲ An abundance of tape was utilised to hold the flying surfaces together while the glue hardened.

▼ A base coat of XF-54 Dark Sea Grey was sprayed on the intake parts, before HR Hobbies Aqua Gloss and Alclad White Aluminium were applied.



leaving the glue to harden for two weeks. It was vital to tackle this sub-assembly early in the build, because the obvious seam in the gaping intake needed sanding and filling, which was much easier to do before the intake was sealed within the fuselage halves. This was accomplished using 600-grade Wet 'n' Dry abrasive paper, which was wrapped around the end of a cocktail stick and used to sand the seams, before Milliput Super Fine White ([www.milliput.com](http://www.milliput.com)) was applied with another cocktail stick, left to dry for 24 hours and sanded. Tamiya XF-54

Dark Sea Grey ([www.hobbyco.net](http://www.hobbyco.net)) was then used as a primer coat within the intake, before HR Hobbies HR-600 Aqua Gloss ([www.hrhobbies.co.uk](http://www.hrhobbies.co.uk)) was sprayed to provide a smooth base for the Alclad ALC-106 White Aluminium ([www.alclad2.com](http://www.alclad2.com)).

After completing the intake trunking, the engine compressor face parts were also installed. Getting these to fit within their holes was tricky, requiring much reducing of the mating surfaces during assembly. The intake opening is asymmetrical, so care was needed in order to ensure it

didn't go in upside down. Figuring out how to secure the cockpit parts within the fuselage halves was challenging and required much test-fitting with the aid of Blu Tack to support the parts. After attaching the instrument panel to the left-hand cockpit sidewall, Blu Tack was used to temporarily attach each sidewall to its respective fuselage half, while making sure the parts would meet in the middle and that the rear cockpit bulkhead would also fit. Once optimum positioning had been achieved, Tamiya Extra Thin Cement ([www.hobbyco.net](http://www.hobbyco.net))

was used to permanently fix the sidewalls in place. After the glue had set, the Blu Tack was removed and rear bulkhead and seat were also attached.

## Slow and steady

With limited-run kits such as the SR.A/1, working slowly in stages and test-fitting multiple times before gluing is the surest way to avoid making mistakes.

Once the cockpit was secured, it was airbrushed with XF-71 Cockpit Green, before Aqua Gloss was sprayed to allow the application





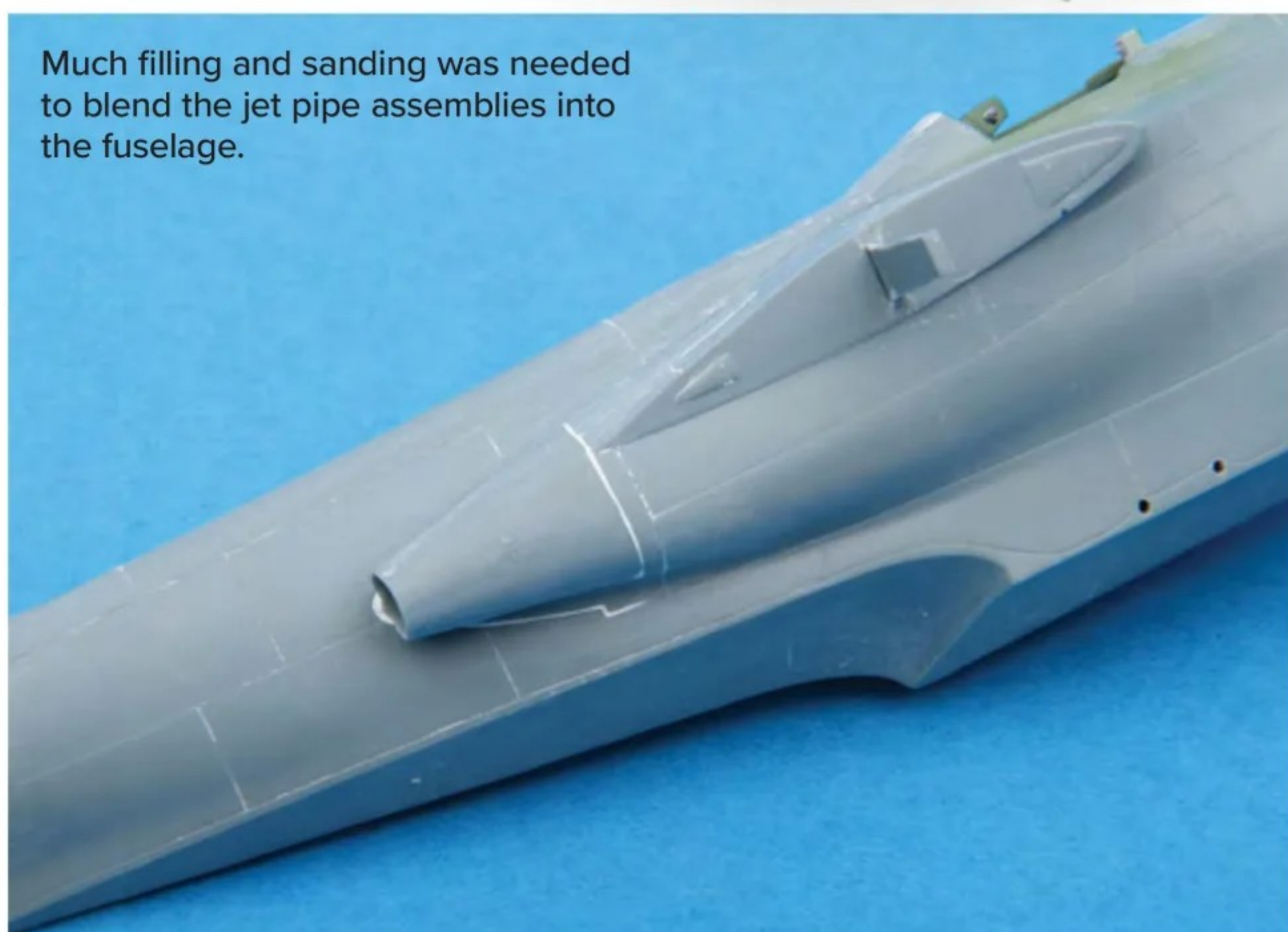


of a homemade dark grey oil wash. Detail painting following, before some of the 3D-printed decals were added. If you haven't used these before, they represent a major leap forward from the awkwardness of PE metal parts. Removing them from the backing paper is the same as with a regular decal, and the next step is to secure each piece with either White Glue/PVA, or cyanoacrylate adhesive, depending on the situation. The joy of using these items is they are flexible and soft, so getting seatbelts to conform is easy compared to the awkwardness of metal parts.

A coat of Winsor & Newton's Galeria Matt Acrylic Varnish ([www.winsornewton.com](http://www.winsornewton.com)) was airbrushed to finish the cockpit. The varnish was diluted in a 3:2 mix

**“Unfortunately, final assembly was tricky”**

Much filling and sanding was needed to blend the jet pipe assemblies into the fuselage.



▲ The intake sub-assembly was glued to the left fuselage half, after which the airframe was secured temporarily as the glue set to ensure it fitted correctly.



▲ Once the fuselage halves were joined, tape was used to hold the intake assembly in place while Tamiya Extra Thin Cement was applied.

of thinners: paint, with the thinners comprising an equal blend of 99.9% de-ionised water and isopropyl alcohol. Each covering was misted lightly, then blow-dried with an airbrush. The completed cockpit is an absolute gem, with the 3D parts elevating the detail to another level.

Before the fuselage halves could be sealed, the wing spar had to be attached, but it required trimming to fit correctly. Next, the air intake assembly was secured to the left fuselage half, then the airframe halves and the forward insert panel were taped temporarily to ensure the intake lip sat correctly within the fuselage. Once the glue had set and the intake assembly was sitting correctly, the fuselage halves were secured with Contacta Cement and plenty of tape. The structure was then left for two weeks to allow the glue to thoroughly harden before the seams were sanded.

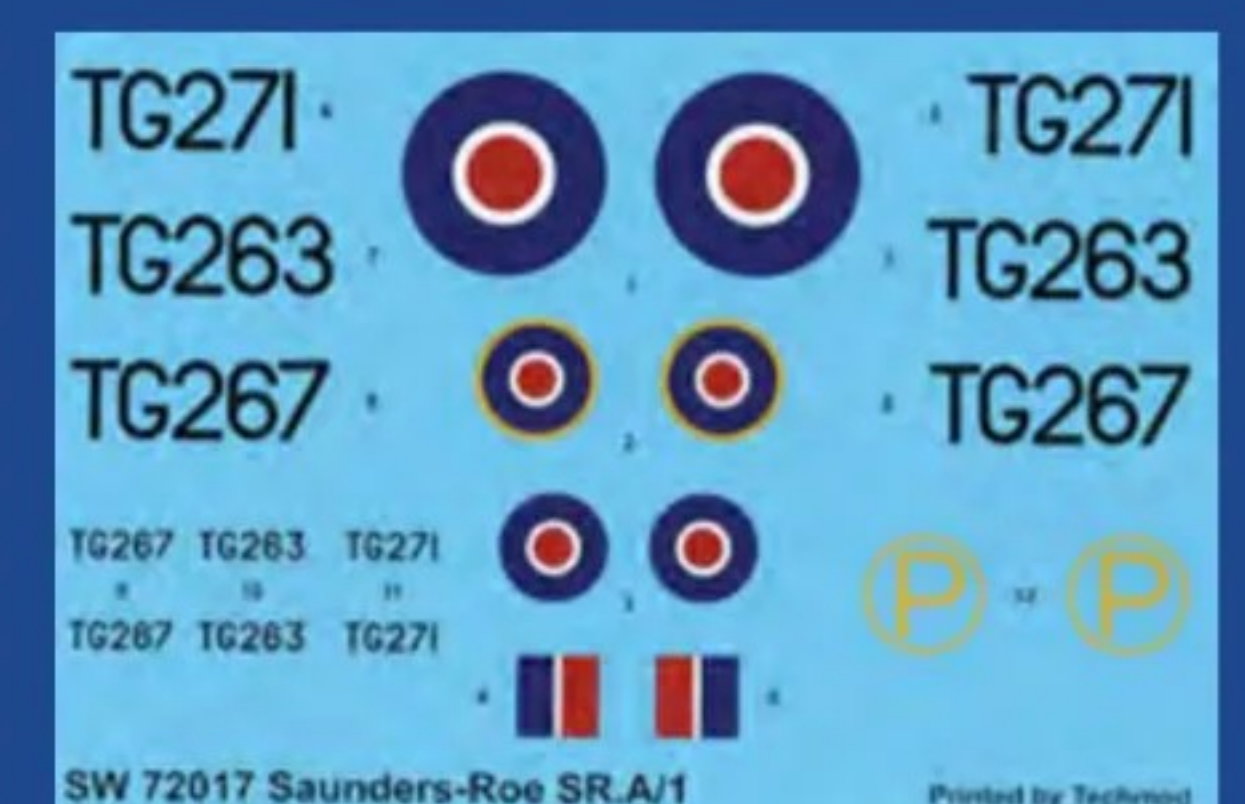
Both jet exhaust fairings were glued together early in the build, but test-fitting revealed they wouldn't seat correctly in the

fuselage without first enlarging the receiving holes by scalpel-slicing and sanding. At this stage, the forward insert was attached with the aid of tape, along with the horizontal stabilisers. Another round of test-fitting revealed the

## SQUIRT SCHEMES

Xtrakit provides the modeller with three decal options, but no descriptive details are given in the instructions other than the serial numbers of the three prototypes:

- TG263, first prototype, now preserved at the Solent Sky aviation museum
- TG267, second prototype, crashed September 17, 1947
- TG271, third prototype, crashed August 12, 1949







▲ It is often much easier to sand the seams on wings and fuselage separately before the airframe is brought together.



▲ The fairing that sits in front of the windshield didn't fit properly, so it was replaced with plastic rod, sliced into a semi-circular profile.

receiving holes for the gear legs required enlarging, so these were widened with a drill bit held in a pin vice.

## Water wings

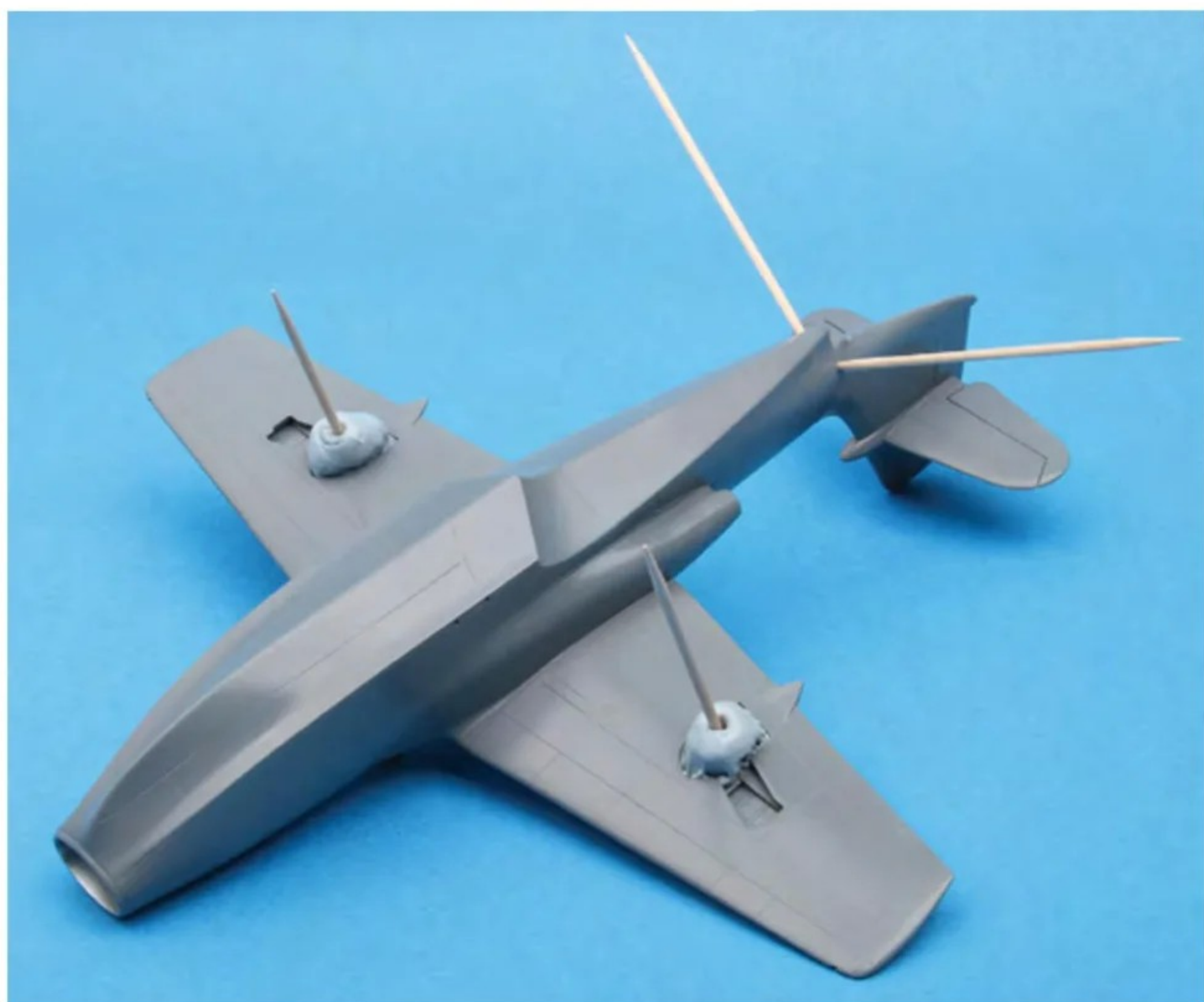
When it came to assembling the mainplanes, the instructions were discarded and instead the

undercarriage bay sidewalls were attached to the lower wing. An abundance of tape was then needed to ensure the wings fitted together neatly. It was much easier to fill/sand the wings and fuselage separately, and much Milliput was needed on various areas of the fuselage, including around the jet

pipe join seams, as these didn't follow natural panel lines. The separate fairings that attached above and forward of the jet pipe sections also required plenty of filler and sanding until the join was completely eliminated.

Particular attention was needed around the nose section, where the insert join lines didn't necessarily follow the panels, so checking references was vital. On

the real aircraft, a tubular fairing sat in front of the windscreen, but the kit representation of this snagged the fit of the transparent part, so it was removed and a replacement was fashioned from plastic rod. After filling and sanding, the wings were attached and faired-in with more Milliput, smoothed with a damp cotton bud. Tamiya's XF-54 Dark Sea Grey was used as a primer and revealed a number of areas that required yet more filling and sanding. By this stage, the primer was looking fairly messy, so it was removed



◀ Blu Tack and cocktail sticks were used to support the airframe so a gloss varnish could be sprayed over the Dark Sea Grey primer.

▲ Alclad's White Aluminium shade was selected as being a close match to the SR.1/A's metallic finish, and this was sprayed over the entire airframe.



▼ The decals were of superb quality and were applied directly over the White Aluminium paint, with no silvering issues encountered.



with a combination of sanding and isopropyl alcohol. After another coat of XF-54 Dark Sea Grey, everything looked much neater and it was nearly paint time.

### Seaborne silver

In anticipation of the Alclad metal coat, the firm's Aqua Gloss was sprayed over the airframe and left to dry. Next, 2,500-grade Wet 'n' Dry abrasive paper was used gently to remove any fibres and dust from the gloss coat, before the process was repeated. Alclad requires a glass-like basecoat,

with a clear acrylic varnish being one way to achieve this. Annoyingly, after spraying ALC-106 White Aluminium, some areas of the finish were less than smooth. A damp 12,000-grade micro mesh cloth ([www.gcabrasives.co.uk](http://www.gcabrasives.co.uk)) was used to polish the rough areas gently, before touch-ups of White Aluminium were applied and subsequently re-polished.

The quality of the decals was absolutely first class, and they were applied straight onto the Alclad. After sealing the decals by airbrushing the airframe with two coats of Aqua Gloss, a homemade medium grey oil wash was added to the panel lines.

Unfortunately, final assembly was tricky. The wheels all needed drilling to fit on their respective axles, but then the main wheels

▼ Attaching the struts at the end of the build required trimming, with aluminium tube and plastic blocks added to enlarge the mating surfaces.



wouldn't all touch the floor, which required much careful scalpel work to modify the weighted flat sections. Beyond this, the floats/struts just wouldn't fit. In the end, the struts were trimmed and larger mating surfaces created by fixing aluminium tubing ([www.albionhobbies.com](http://www.albionhobbies.com)) and plastic rod to the struts where they would attach to the wing. The gear doors also needed trimming to fit. The ultra-glossy paint finish was then muted ever so slightly with two light coats of Galeria Matt Varnish. Having assumed an open canopy would work, it also didn't fit – neither did the closed version – so the canopy hood required deft trimming until it sat correctly.

The intake vanes were provided as a PE component, and fitting this was also challenging, so White Glue was used, along with some

very careful tweezer work. It didn't quite touch at the top, but there was nothing to be done about it. Earlier, a decision had been made to replace the pitot tubes with aluminium rod, so these were simply slotted into place with White Glue at the end of the build.

### And finally...

The Saunders-Roe SR.A/1 is one of the most unusual subjects out there from a model aircraft perspective. The surface detail of the kit and the inclusion of so many extras is to be commended, but builders should be aware that Xtrakit's offering is very much a limited-run kit, so plenty of test-fitting and modifying of parts is required. It's not an easy build, but the persistent will be rewarded with an attractive model of a unique subject.



**“Xtrakit's offering is very much a limited-run kit”**





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In the summer of 2022, the media reported cases of combat use of air-launched AGM-88 HARM anti-radar missiles from Ukrainian MiG-29 fighters. Despite doubts, it turned out to be true. This was confirmed by video footage that was later published on the Internet. Thus, the engineers managed to solve the seemingly impossible task of integrating the AGM-88 HARM missile into the MiG-29 avionics system, making these fighters "Radar Hunters". MFR: Code 72143



**£19.80**

### PANZER IV/70A

**£45.00**  
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A brand New kit from Tamiya. In 1944, the end of WWII, the German Army tried to improve fire power of the German Tank Panzerkampfwagen, and the German Panzer IV/70(A) developed based on this plan. To shorten its development cycle as much as possible, the hull was based upon the German Tank Panzerkampfwagen IV Ausf. J, which was under production at that moment, combined with the fixed fighting compartment with L/70 7.5cm long barrel gun of the IV/70(V) Lang. MFR: Code 35381



### DAMBUSTERS 80<sup>th</sup> ANNIVERSARY

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No.617 Squadron continues the proud legacy of the Dambusters airmen to this day, as the first operational RAF unit equipped with the Lockheed Martin® F-35® Lightning, symbolically officially reforming in April 2018, the month in which the Royal Air Force commemorated its centenary. This gift set with paint and glues is great for anyone with an interest for 617 sqn. MFR: Code A50191



### ANDRETTI LOTUS TYPE 78 KIT

This model kit recreates the famous Lotus Type 78, which was driven by Mario Andretti and Gunnar Nilsson. The Lotus Type 78 made its name in history as the first full-fledged wing car in Formula One. The race car has a slender body based on a sharp wedge shape, and the inside of the side pontoon has a wing shape that is upside down with inverted aircraft-like wings to achieve a greater down force effect without increasing air resistance. MFR: Code 12037

**£105.50**  
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### COMMANDER KIT

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These massive trucks were designed to carry the heavy tanks of the British Army. Most of the 125 Commanders used by the British Army were based in BAOR (BRITISH ARMY OF THE RHINE). They entered service in the early 80s where they were used to carry Chieftain, Challenger I and Challenger II until replaced by the Oshkosh system in the 2000. MFR: Code 85227





# TEN TOP

## USAF KITS

**AMW's Chris Clifford, Stu Fone and John Fuller explore ten of the best kits depicting American air arm assets**

### Best for a starting point

**USAF 75th Anniversary • By: Revell • Scale: 1/72 • Item no: 05670 • Price: €62.99 •**

**Web:** [www.revell.de/en](http://www.revell.de/en)

**1** Revell celebrated the 75th anniversary of the USAF's formation by packaging its 1/72 Northrop F-89D/J Scorpion, Lockheed F-117 Nighthawk and General Dynamics F-16C (Block 50) Fighting Falcon with five acrylic paints, a paintbrush and Contacta cement. It's a mixed bag as the F-16 is among the best in the scale, but the F-117 is derived from a basic Monogram Snap-Tite offering and the F-89 sits between the two in terms of quality. As such, it's not perfect, but at a shade less than €21 per kit (ignoring the glue and paints) it offers great value for money and a great start for a USAF model collection. **JF**



### Best for small-scale accuracy

**F-4E (Early) 'Vietnam War' • By: Fine Molds • Scale: 1/72 • Item no: FP41 • Price: £39.99 •**

**Web:** [www.finemolds.co.jp](http://www.finemolds.co.jp)

**2** The F-4E was the first USAF Phantom released by Fine Molds as part of its recent kit 'family', following several US Navy and Marine Corps versions. These kits have been quickly established as the best currently on the market, whether that's in terms of the cockpit detail or the inclusion of full-length air intakes and jetpipes. The moulding is superb throughout, and this is accompanied by an excellent decal sheet, with markings for two Vietnam War airframes. If there is one grumble it's the lack of weapons, but the firm's own bomb and missile sets provide plenty of options. **SF**



### Best for saving display space

**Rockwell B-1B Lancer • By: Academy • Scale: 1/144 • Item no: 12620 • Price: £26.99 •**

**Web:** [www.bachmann.co.uk](http://www.bachmann.co.uk)

**3** Academy's superb small-scale B-1B Lancer offers a wealth of fine detail, excellent fit and buildability, optional-position wings and plenty of weaponry if you are planning to pose the bomb bays in the open configuration. The parts are thoughtfully moulded in black, white and grey styrene, and the kit includes an internal fuel tank, plus GBU-31 JDAMs, Mk.82 500lb bombs and even a Sniper targeting pod. Three sets of markings are supplied for Lancers operated by the 9th and 34th Bomb Squadrons. It's the perfect choice if you like the idea of building a bomber but 1/72 is too large. **CC**



### Best for Viper variation

**F-16C (Block 25/42 USAF) • By: Kinetic • Scale: 1/48 • Item no: K48102 • Price: £69 •**

**Web:** [uk.kineticmodel.com](http://uk.kineticmodel.com)

**4** Having previously released a series of F-16 kits, it came as something of a surprise when Kinetic announced a newly tooled and updated kit. The Block 25/42 variant was the second in this new range and captures the nuances of these mid-production versions faithfully. The firm took advantage of the new kits to also revise the weapon and sensor parts, including LANTIRN, Litening and Sniper targeting pods, AIM-9X and AIM-120 missiles, GBU-31 JDAM plus GBU-12 and GBU-24 laser-guided bombs. An F-16D (Block 30/40/50) release is set to follow. **SF**



### Best for the latest assets

**Martin F-35A Lightning II • By: Tamiya • Scale: 1/48 • Item no: 61124 • Price: £89.99 •**

**Web:** [www.hobbyco.net](http://www.hobbyco.net)

**5** Among the latest types to enter service worldwide, the F-35 Lightning II has been tackled by numerous kit manufacturers, but Tamiya's quarter-scale F-35A is the pick of the bunch. Highlights include the external radar-absorbent material panels, the Martin-Baker Mk.16 ejection seat and the underside munitions bay, for which AIM-9X, AIM-120C, GBU-12 and -31 weapons are supplied. Combining Tamiya's reputation for engineering and fit with the stunning detail and wealth of options makes this the go-to F-35, especially for USAF fans. **JF**







### Best for display potential

U-2A Dragon Lady • By: AFV Club • Scale: 1/48 • Item no: K48102 • Price: £71.99 •

Web: [www.bachmann.co.uk](http://www.bachmann.co.uk)

6 Being long-winged and thin-bodied, AFV Club's 1/48 Lockheed U-2 is perhaps too awkwardly sized and shaped for many modellers, but this kit offers considerable display potential. Prime to its appeal are the provisions for the fully replicated camera equipment to be posed on an external trolley and a 'Howdah' cover to protect the cockpit from the sun – the canopy and airbrake covers are posable. All of this internal detail adds to the stunning exterior and makes for a fascinating way to depict this Cold War snooper. **JF**

### Best for making a statement

SR-71A Blackbird • By: Revell • Scale: 1/48 • Item no: 04967 • Price: £89.99 •

Web: [www.revell.de/en](http://www.revell.de/en)

7 You'd be hard-pressed to beat the preceding quarter-scale U-2 (see above) for sheer presence, but Revell's huge 1/48 SR-71A is one way to make a statement... once completed, it measures a whopping 62.8cm x 35.3cm! A substantial display stand is provided, which includes areas for the Pratt & Whitney J58 turbojet engines should these be constructed separately from the main airframe. While the finished model is undoubtedly impressive, construction is not for the faint-hearted, and you'll need a lot of black paint! **JF**



### Best for large-scale detail

US Air Force A-1J Skyraider • By: Zoukei-Mura • Scale: 1/32 • Item no: SWS16 •

Price: ¥13800 JPY (approx. £150 at UK stockists) • Web: [www.zoukeimura.co.jp](http://www.zoukeimura.co.jp)

8 Having been released in 2019, Zoukei-Mura's 1/32 Skyraiders are becoming hard to find with retailers, but if you can source one it will not disappoint. The 'Spad' offers a near-perfect set of characteristics for large-scale modelling, with its huge radial engine and external munitions carriage, both replicated fully. Panels can be omitted to expose further internal detail – such as the powerplant and service bays – and there are numerous posable elements. As such, Zoukei-Mura's 1/32 Skyraider is simply a sumptuous proposition. **JF**



### Best for capturing a classic

Korea (P-51D, RF-51D, F-51D) • By: Eduard • Scale: 1/48 • Item no: 11161 • Price: £53.41 •

Web: [www.eduard.com](http://www.eduard.com)

9 Picking a Mustang kit from the wealth of options is not easy, but Eduard's 1/48 offerings exhibit the firm's consistently superb quality, no matter which boxing is selected. The best post-war option is the 'Korea' dual-combo offering, a limited-edition set containing sufficient styrene to build two models, with parts and decal options for fighter and photo-reconnaissance variants used during the Korean War. Various operators add to the USAF options, plus photo-etched additions and pre-cut masks complete the contents. **JF**



### Best for delta-era delight

Convair F-106A Delta Dart • By: Trumpeter • Scale: 1/72 • Item no: 01682 • Price: £30.99 •

Web: [www.bachmann.co.uk](http://www.bachmann.co.uk)

10 Trumpeter's F-106 proved the adage of modelling being like waiting for a bus – nothing for years and then two at once, it having been joined by Meng's F-106 in 2016. This new-tool kit retains the plus-points from its 1/48 stablemate, with fine engraved panel lines and rivets, but still lacks a full-length intake trunking. There's a full weapons complement of radar- and infrared-guided AIM-4 Falcons, plus a single AIR-2 Genie nuclear rocket and two fuel tanks, with a choice of open/closed missile bay doors. The decals provide a welcome splash of colour to the otherwise overall grey airframe. **SF**



### Piqued your interest? Read more online!

This list is our pick of just a few of the best kits of US Air Force subjects released in recent times, intended to inform and inspire your modelling projects. Needless to say, we couldn't feature everything we'd have liked, but we have covered myriad USAF kits in *AMW* and the best place to find all of our content is on our website, Key Model World. You can read further information on all these products and many more at:

[www.keymodelworld.com/scale-modelling/on-the-shelf](http://www.keymodelworld.com/scale-modelling/on-the-shelf). We've also got full-builds available at: [www.keymodelworld.com/model-builds](http://www.keymodelworld.com/model-builds)





# Trippel the Fun



Das Werk has chosen to replicate the fascinating forerunner to VW's classic Schwimmwagen with its new-tool 1/35 Trippel SG6/38, built here by **Chris Clifford**

**A** trip to the Nuremberg Toy and Hobby Fair earlier this year provided me with the chance to see various new and forthcoming releases. One of the most exciting was from Das Werk: a 1/35 Schwimmwagen Trippel SG6/38, displayed by UK importer Albion Hobbies. I was familiar

with Volkswagen's classic Type 166 version, but the vehicle from Trippel was new to me. I found its 'clog-like shape' and general character fascinating, so I simply had to build it.

The kit comes on four grey styrene runners and one clear, and there's also a separate upper body shell, photo-etched (PE) brass windscreen wipers, rubber tyres and a small decal sheet. Pleasing features include fine wooden slatting on the floor and upper rear decking, plus a canvas roof moulded in the stowed position. In a slightly odd approach, the windscreen comes moulded with one pane in situ on the frame and the other separate, along with individual quarter lights.

## Watch those seams

Das Werk's instructions have you start by adding separate hubs to the rubber tyres. However, painting would be easier if the wheels/tyres were tackled later, so

instead construction began with the four wishbone suspension units. These were fiddly from the start, with 11 parts going into the single-strut front assemblies and even more needed for the rear units with two struts.

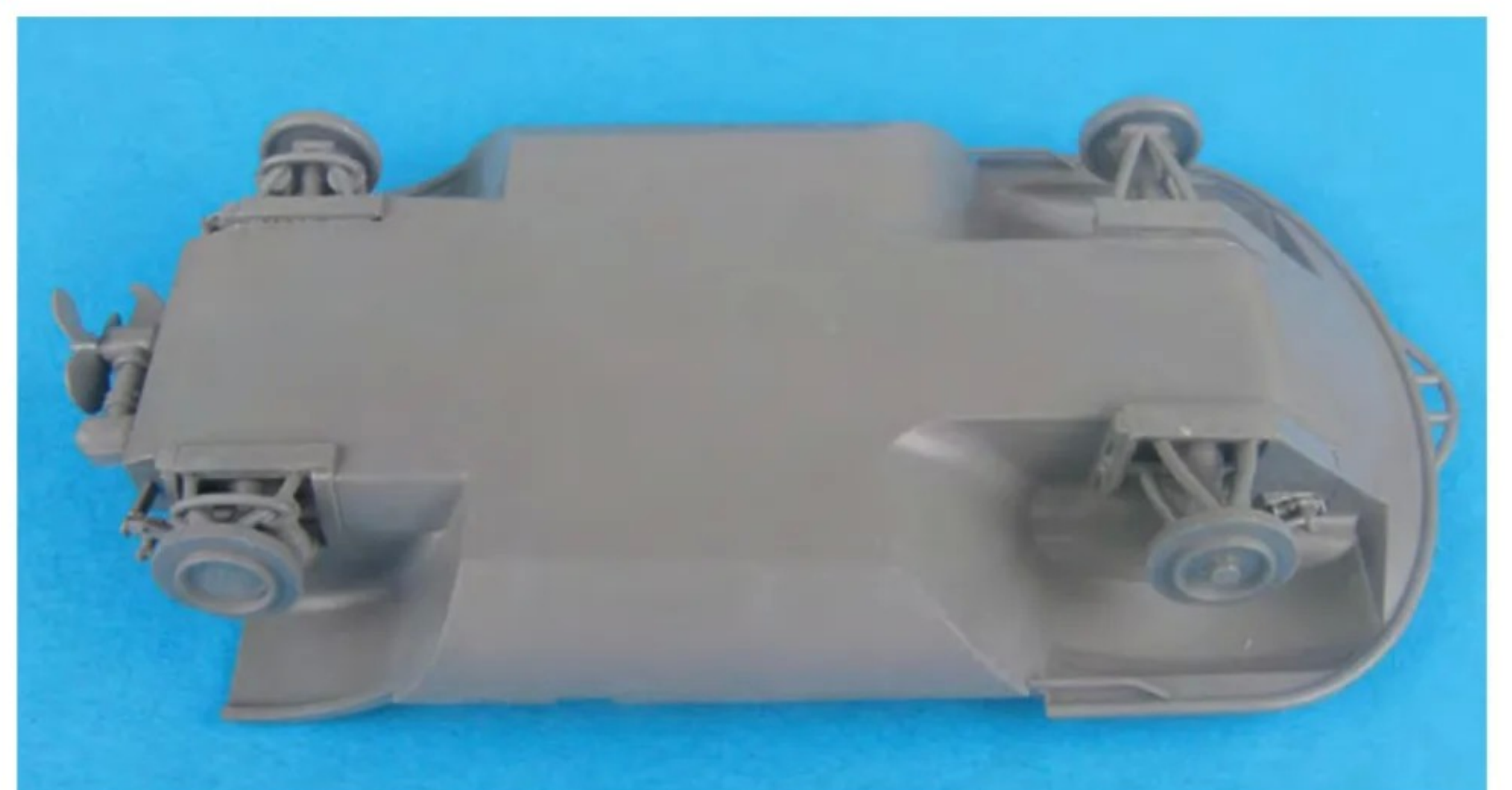
The detail is excellent but almost every part seems to have a mould seam. Removing seams is part-and-parcel of modelling, but here it was occasionally difficult due to the small size of certain components. Just take a breath and have decent tweezers, a fresh scalpel blade and a file at the ready. and good magnification if your eyesight isn't quite up to the task. On the wishbones' ribbed-strut gaiters, I didn't even try to remove the seams with a scalpel. Instead, I employed liquid cement, applied sparingly along the seams using the lid brush provided, until they melted.

## A change of order?

Next, you attach the wishbones to the lower half of the hull, along



▲ Completing the first wishbone suspension package. Note that each rear unit features two gaitered struts.



▲ All four of the suspension/wheel mount units in place on the lower boat-shaped body half.

## MODEL SPEC

**Schwimmwagen Trippel SG 6/38**

**By:** Das Werk

**Stock Code:** DW35012

**Scale:** 1/35

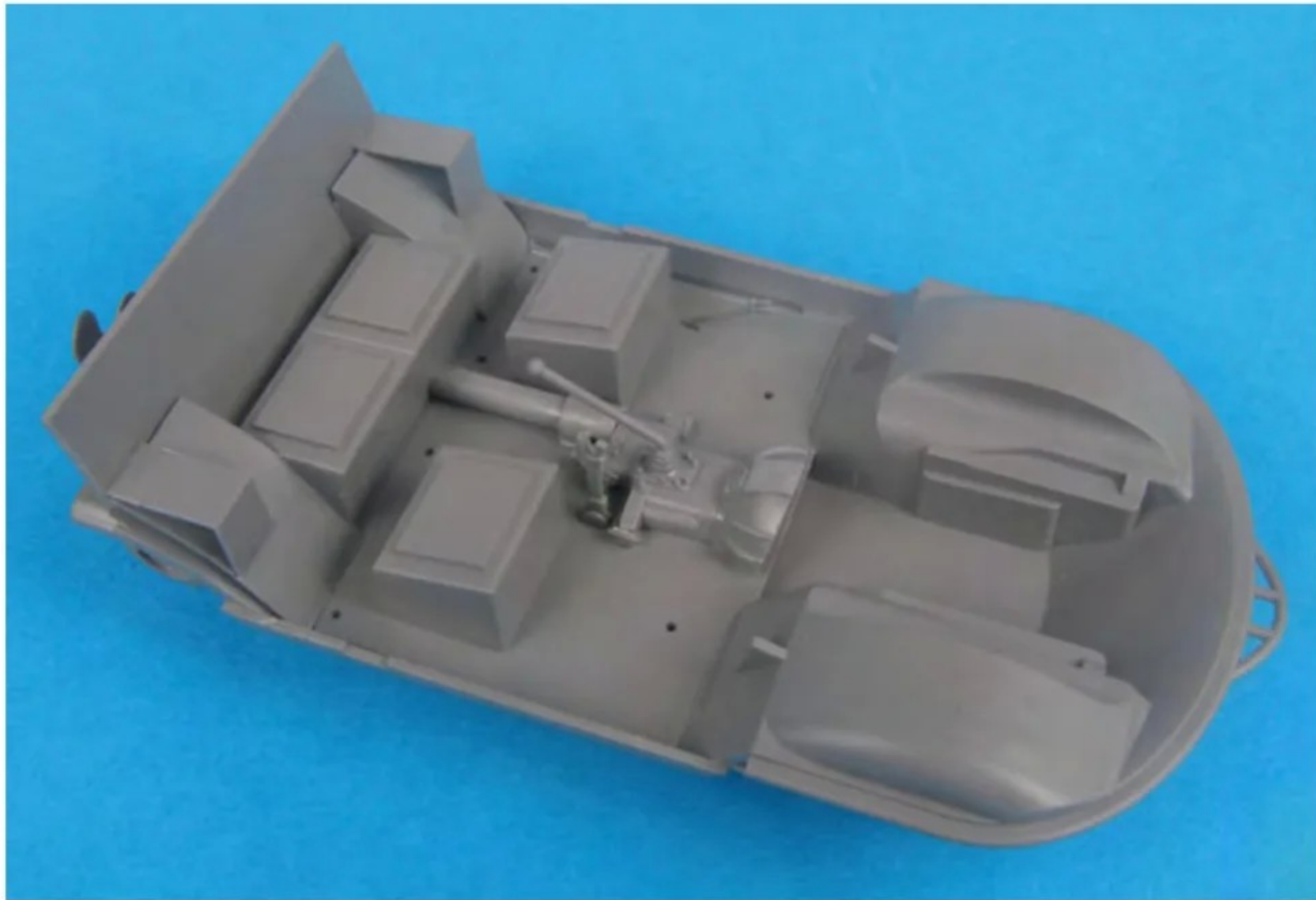
**Price:** £33.95

**Available from:**

[www.albionhobbies.com](http://www.albionhobbies.com)







▲ Here, the rear bulkhead arrangement has been attached, along with smaller items such as the gear lever, with no problems being apparent.

with the propeller and its mount. In hindsight, it would be better to leave the propeller – but not its mount – until later, as each blade is rather thick, so the edges needed thinning. However, the base is relatively thin and one blade broke during handling and simply refused to be found, so I had to fashion a replacement from plastic card.

The instructions then show the floor, wooden slats and transmission casing being built and attached to the floor pan. As the slats were to be depicted as plain, varnished wood, they too were left off until later, but received an undercoat of Tamiya XF-60 Dark Yellow ([www.hobbyco.net](http://www.hobbyco.net)), followed by hand-brushed Winsor & Newton Raw Umber oil paint ([www.winsornewton.com](http://www.winsornewton.com)). Detail on the transmission is impressive but, again, some of the parts are tiny and/or delicate.

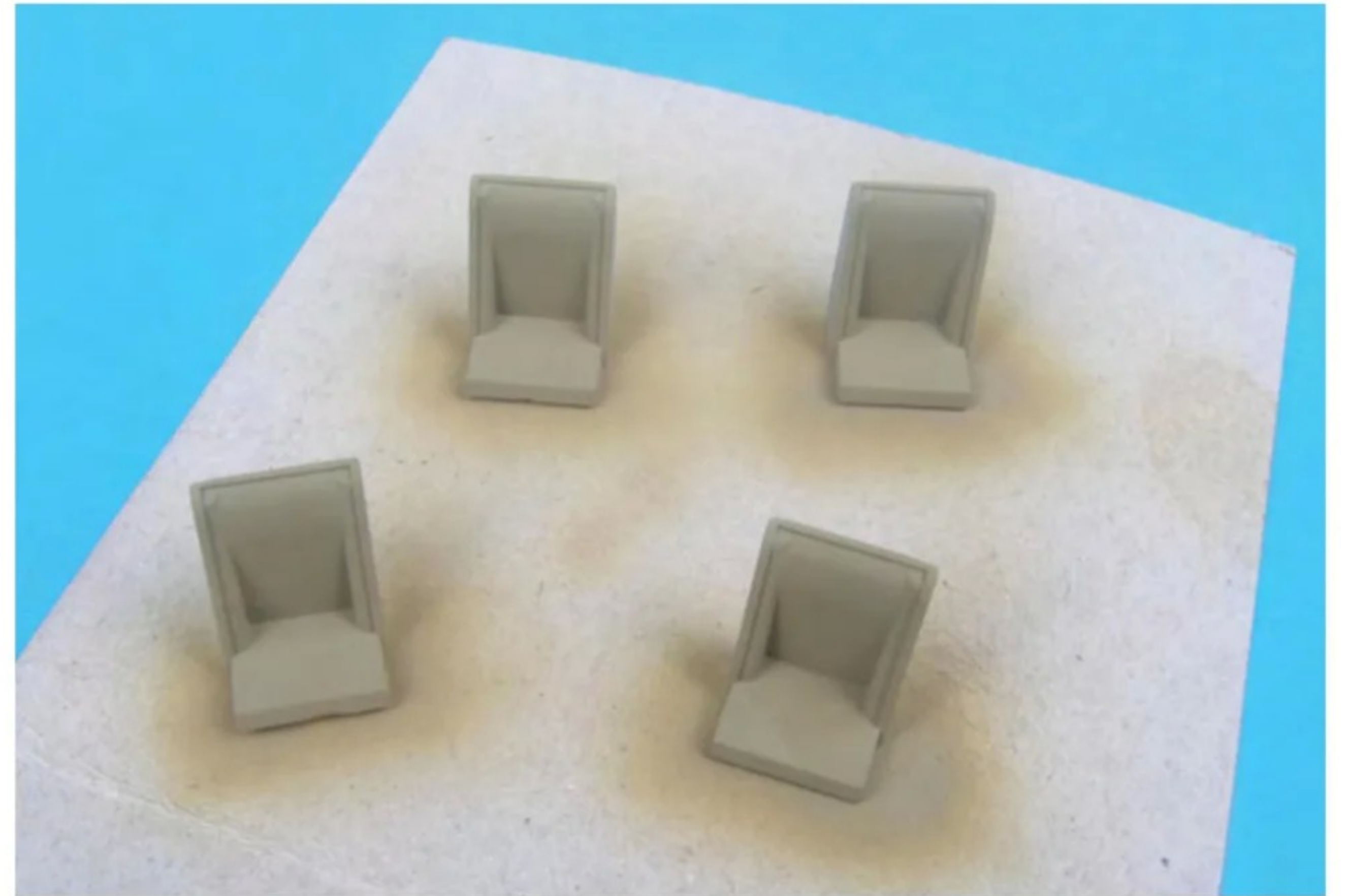
Moving to the seats, I decided to leave these off until the floor slats were attached, so they didn't impede the latter's positioning. The seat padding was described as being leather in the instructions, so the seats were given an undercoat of XF-60 before hand-brushed Raw Sienna oil paint simulated a leather finish. Despite placing a blob of the paint on kitchen paper first to absorb some of the oil suspension, all the slats and seats still needed several days' drying time.

Construction continued with the rear seat mount and bulkhead panel, which fitted to the floorpan just fine. Next to be tackled was

the dashboard, with its instrument cluster and foot pedals, but no problems were encountered with their assembly. At this stage, I considered it prudent to start adding paint, as some areas of the model would be hard to reach otherwise. An initial coat of XF-63 German Grey was airbrushed on the lower half of the car, individual inner side panels, dash/instrument unit and the doors which, by then, had received their tiny handles and upper trim.

### Fiddly fittings

Focus then shifted back to the upper body as it started to receive more small detail parts, such as the upper lamp, Notek lights, registration plates and a three-piece combined horn



▲ Each seat comprises two pieces, which fit perfectly. They were undercoated with XF-60 Dark Yellow, ahead of a hand-brushed Raw Sienna on the pads.



Three foot pedals and a centre bracing section were joined by an instrument cluster and steering column, after which an initial coat of German Grey was airbrushed on the interior parts.



**“The kit comes on four grey styrene runners and one clear”**





▲ Meanwhile, the upper bodyshell received the horn/rearview mirror assembly and upper lamp. This proved a mistake as all were broken during construction, due to their delicate nature.

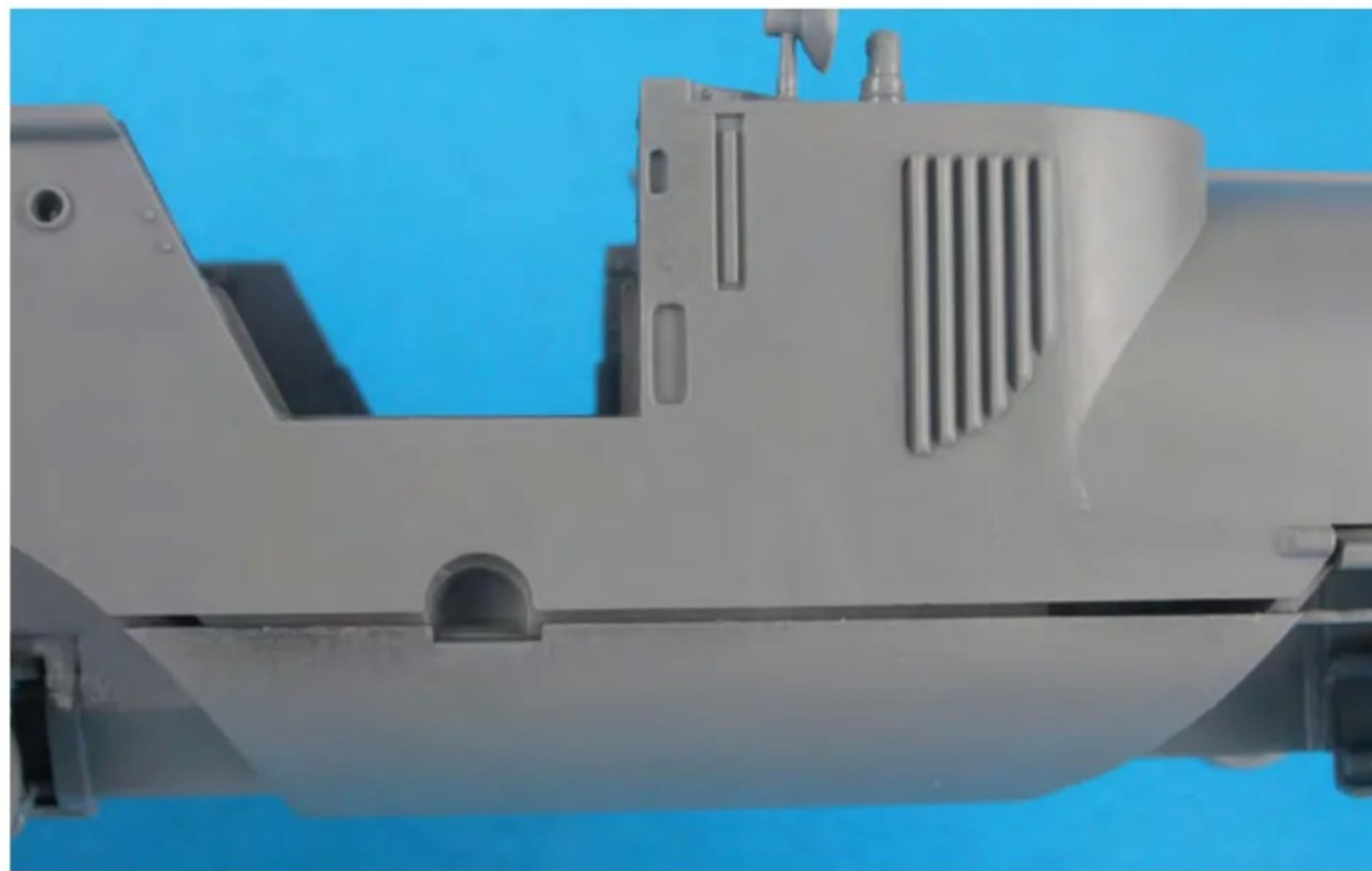
▼ Handles were then attached to the individual doors, inside and out.



and rearview mirror. That last item was fiddly and delicate, and concern about it being damaged remained until the end of the build. Likewise, the lamp on the opposite side. These worries were not unwarranted as both snapped

at different stages, so they were stored and only re-attached just before the exterior camouflage was added.

Dry-fitting revealed a perfect join between the upper and lower body halves, but this wasn't



▲▼ While initial dry-fitting of the body halves revealed perfect mating, this changed once the firewall and side panels had been included, which left a large gap along the body, running into the rear wheel wells.



the case once the dash, side panels and rear seat mount were installed. The offending areas appeared to be contact points between the lower firewall/front reaches of the side panels and the floor, and where the underside of the upper body shell met the rear wishbone units. The result was a large gap between the upper and lower body, which extended to the middle of each

rear wheelarch, so out came a coarse file to remove the excess plastic. After this, although the join was slightly better, it wasn't perfect. As a further remedy, thin shims of black Plus Model plastic card ([www.plusmodel.cz](http://www.plusmodel.cz)) were glued to the upper body's mating surfaces along the sides and on the L-shaped surfaces midway along the wheelarches to help plug the gaps.

Having sprayed an initial coat of German Grey over the interior, it looked too dark and new, as the aim was to have a slightly worn and sun-faded appearance. The answer lay in LifeColor's German AFV Panzergrau paint set (MS02, available from The Airbrush Company, [www.airbrushes.com](http://www.airbrushes.com)), which has a bottle of 'faded' German Grey coded UA 252. This was duly applied in a random fashion, which looked more in keeping once dry. A gloss varnish was then added to the instrument dial positions, ahead of applying the decals, along with painting small details





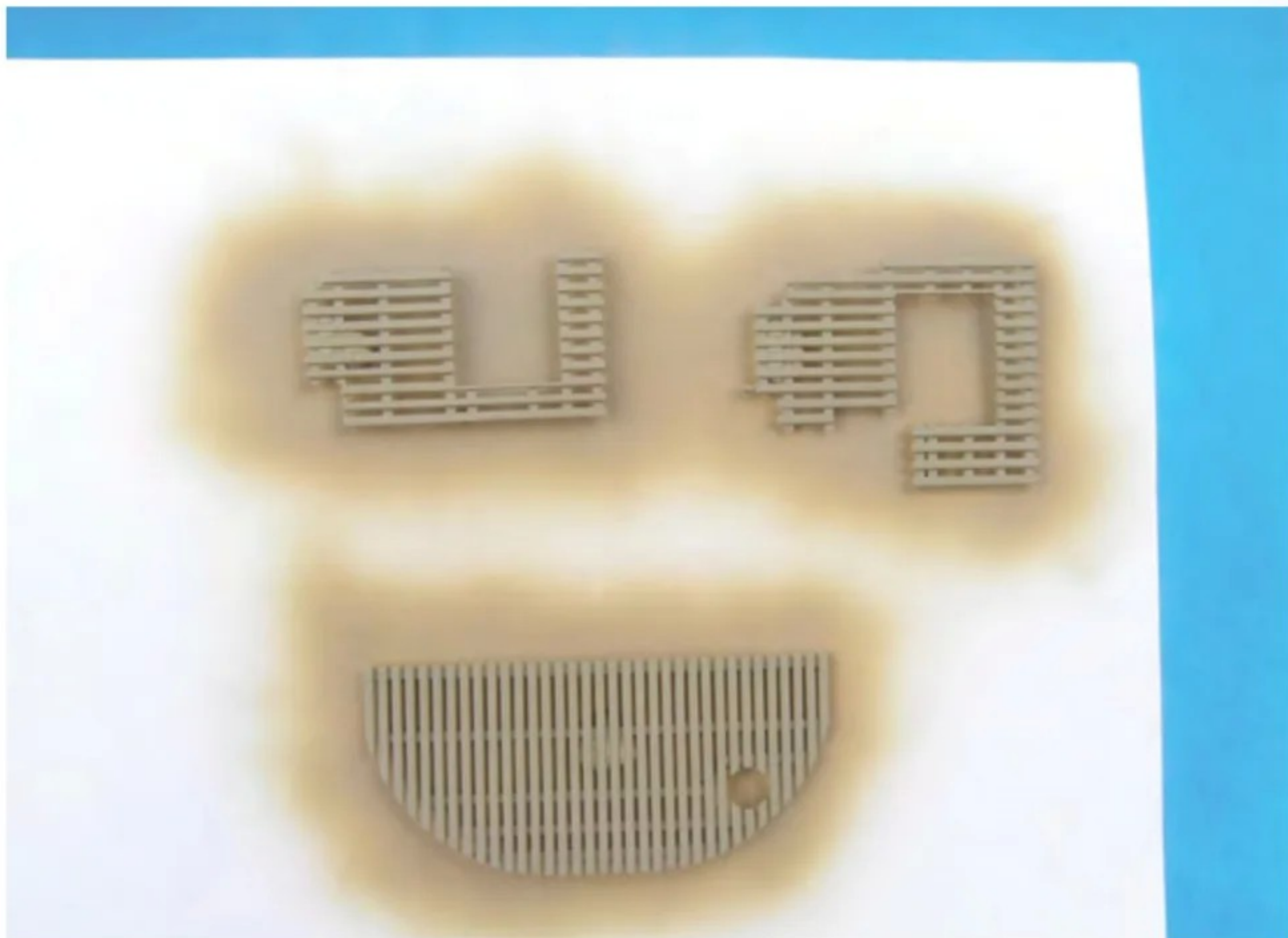
such as the spherical tops of the gear/differential sticks, gearstick rubber gaiter and foot pedals.

### Delicate nature

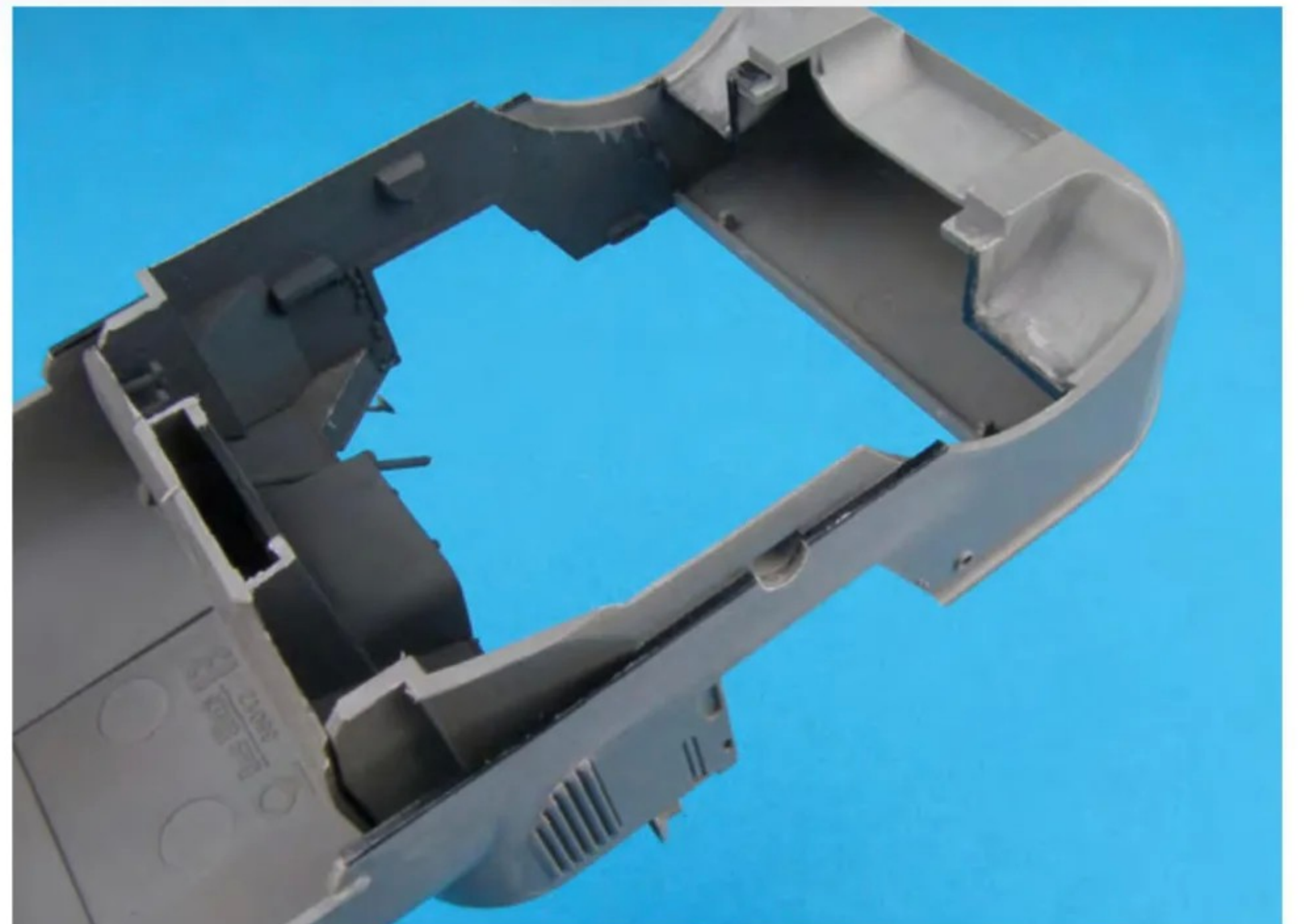
Next, the doors were attached in the closed position but, in doing so, one of the outer handles broke – further proof that smaller components on this model really shouldn't be attached until much later in the build. As the broken handle had vanished without trace, a replacement had to be scratch-built. Note, once the doors are fixed, you must add the hinge posts – the upper mounts are really tiny and it's challenging to neaten them.

Having given the wooden slat sections plenty of drying time, they could then be attached to the floor. The only issue was that the gap between the planks was slightly too narrow to allow the handbrake to pass through, so it was cut and re-attached it once

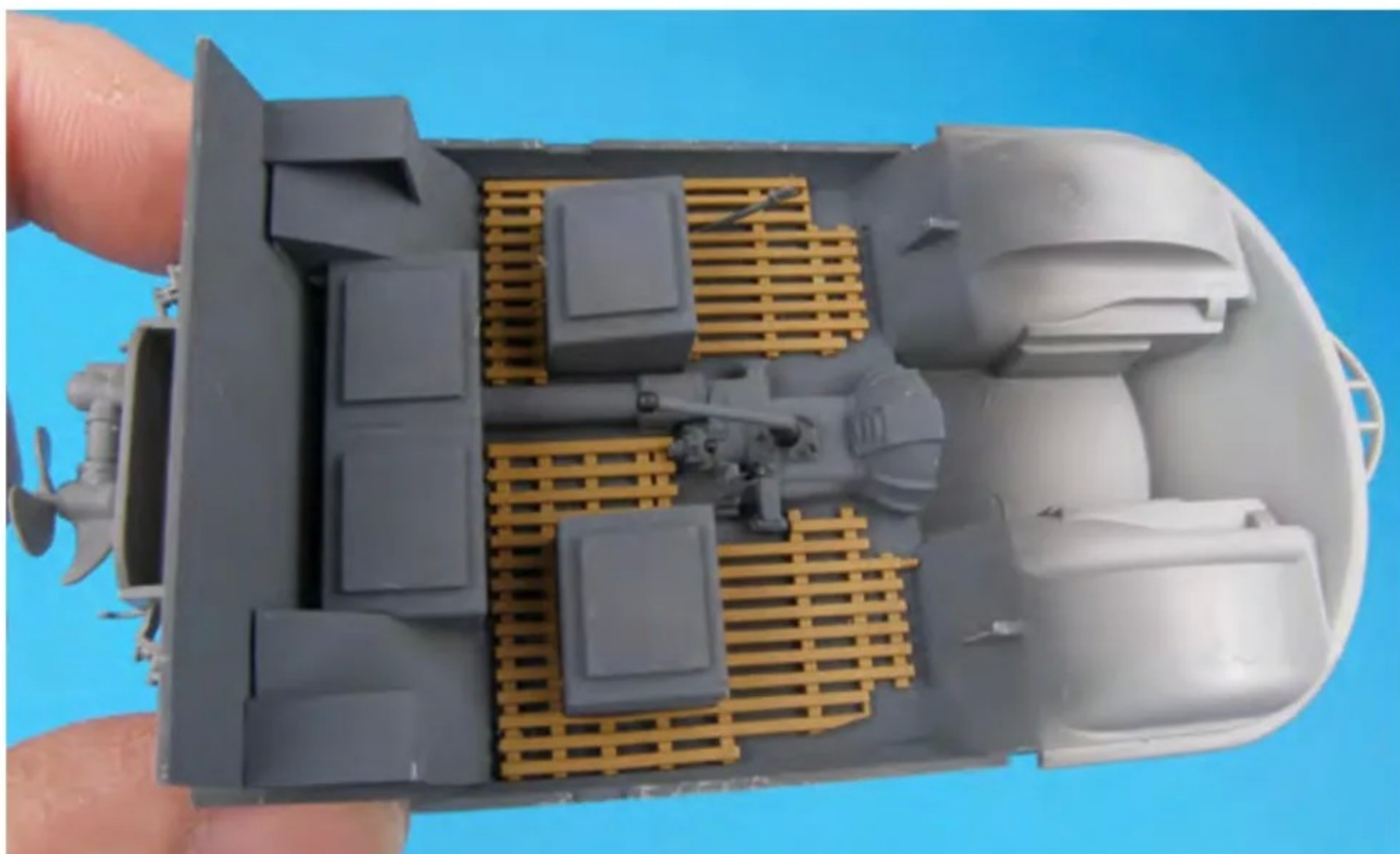
**“Dry-fitting revealed that although the join was slightly better, it wasn't perfect”**



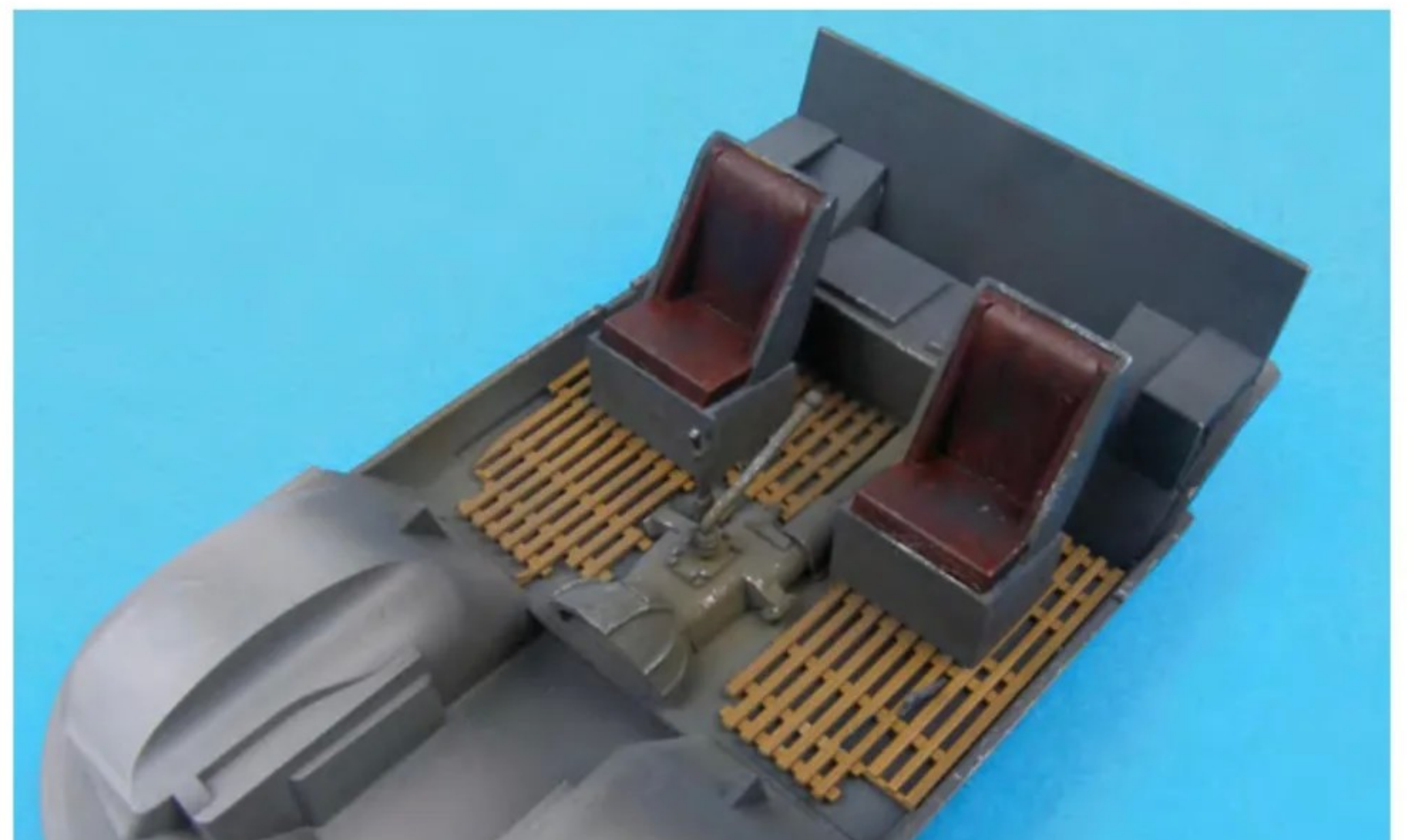
▲ The wooden slats received a coat of Dark Yellow, before a Raw Umber top layer was applied by brush. The idea was this would emulate varnished wood.



▲ In a bid to improve the fit, a file was taken to the bottom edges of the firewall and side panels, while plastic card shims were glued to the upper shell.



▲ At this stage the wooden floor slats could be attached. Note the gaps between the planks were such that the handbrake had to be cut and then re-attached.



▲ Both front seats could be attached after the slats. Grime was added on the seat pads, along with paint chipping by applying silver paint with a sponge.





the slats were in place. These truly added a pleasing amount of detail.

After several other smaller components were attached – including the towing hooks – attention turned to the glazed parts. These were beautifully clear, but it's odd that Das Werk moulded one of the windscreen panes as a separate item as it made an already fiddly build even more so. These parts were masked to protect the windscreen and quarter-light glass during assembly and airbrushing. Tamiya

XF-63 was sprayed on the window frames and the seats, the latter's leather padding having been masked beforehand.

Other tasks were to spray XF-63 on the curved rear railing, wheels and the beautifully detailed bilge pump. The folded canvas cover was neatened before spraying it with a 50:50 mix of XF-60 Dark Yellow and XF-62 Olive Drab. Once gloss-varnished, a rather thick black-green oil wash was applied to folds and recesses and, after 30 minutes' drying,

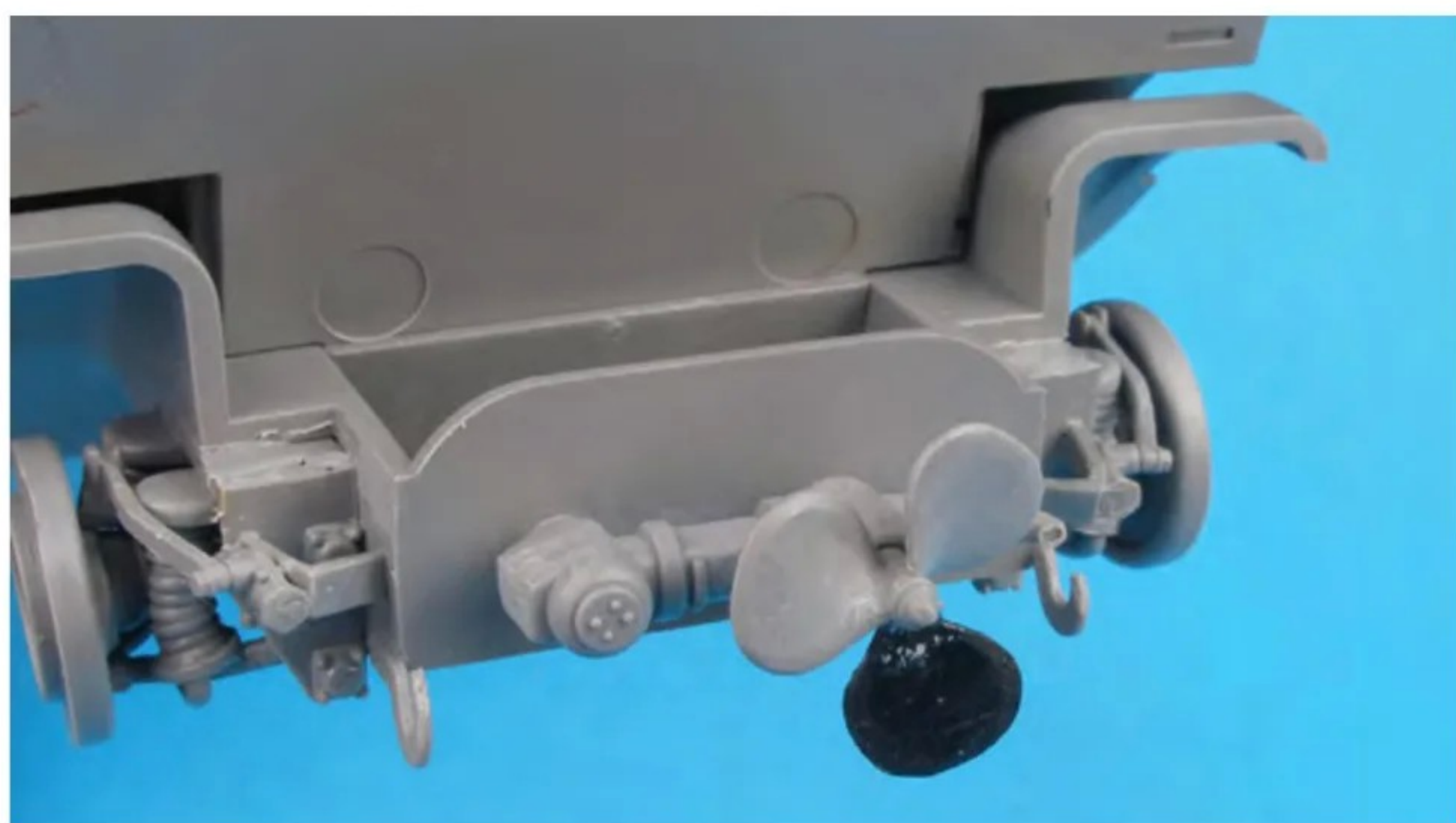
this was blended and neatened with a dry paint brush. The cover was completed by dry-brushing highlights using Humbrol 250 Desert Sand (<https://uk.humbrol.com>). The front seats were then attached to their mounts, but those for the rear were left until the body halves had been mated, in case they impeded the fit.

### Choose a colour

The real Trippel had a boat hull devoid of seams, so it was imperative the join was completely

smooth. Once the body halves had been mated (which involved gluing in stages along the joins where they met perfectly, then clamping them where they didn't), the seam was covered with a thick layer of Mr. Hobby White Putty ([www.albionhobbies.com](http://www.albionhobbies.com)). The rear sets were secured while the putty dried, then out came the wet-and-dry paper – starting with 300-grade, then using 600-grade to sand the body seams. The modelling gods must have been in a good mood because, after cleaning the model, a primer of German Grey revealed a seamlessly smooth bodysell. For this build, an overall German Grey scheme was selected, but Das Werk also offers a white-washed version, plus two with differing camouflage of German Grey and Dark Yellow.

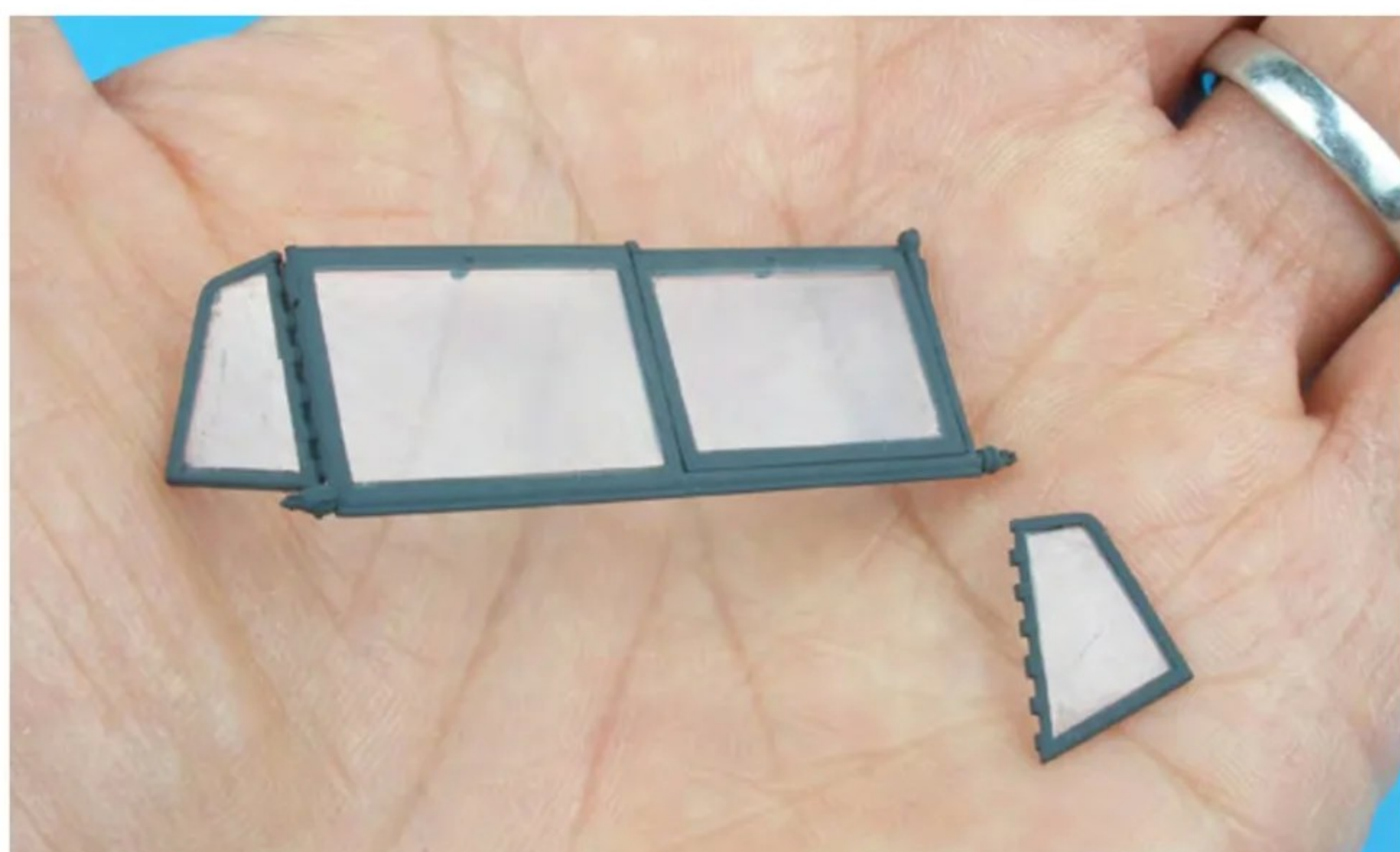
After applying a randomly patchy coat of Lifecolor's faded German Grey – to add more tonal variety – it was deemed safe enough to attach the already-painted bilge pump to the right-hand interior sidewall, along with the wooden



▲ The weak nature of the propeller blade roots meant that one of these broke and was lost, so a replacement was fashioned from plastic card.



▲ Once the body halves had dried, the join lines were flooded with cyanoacrylate to help eradicate the seam.



▲ Das Werk provides the windscreen in two parts, plus separate quarter lights. All glazing was masked before a coat of German Grey was applied to the frames.



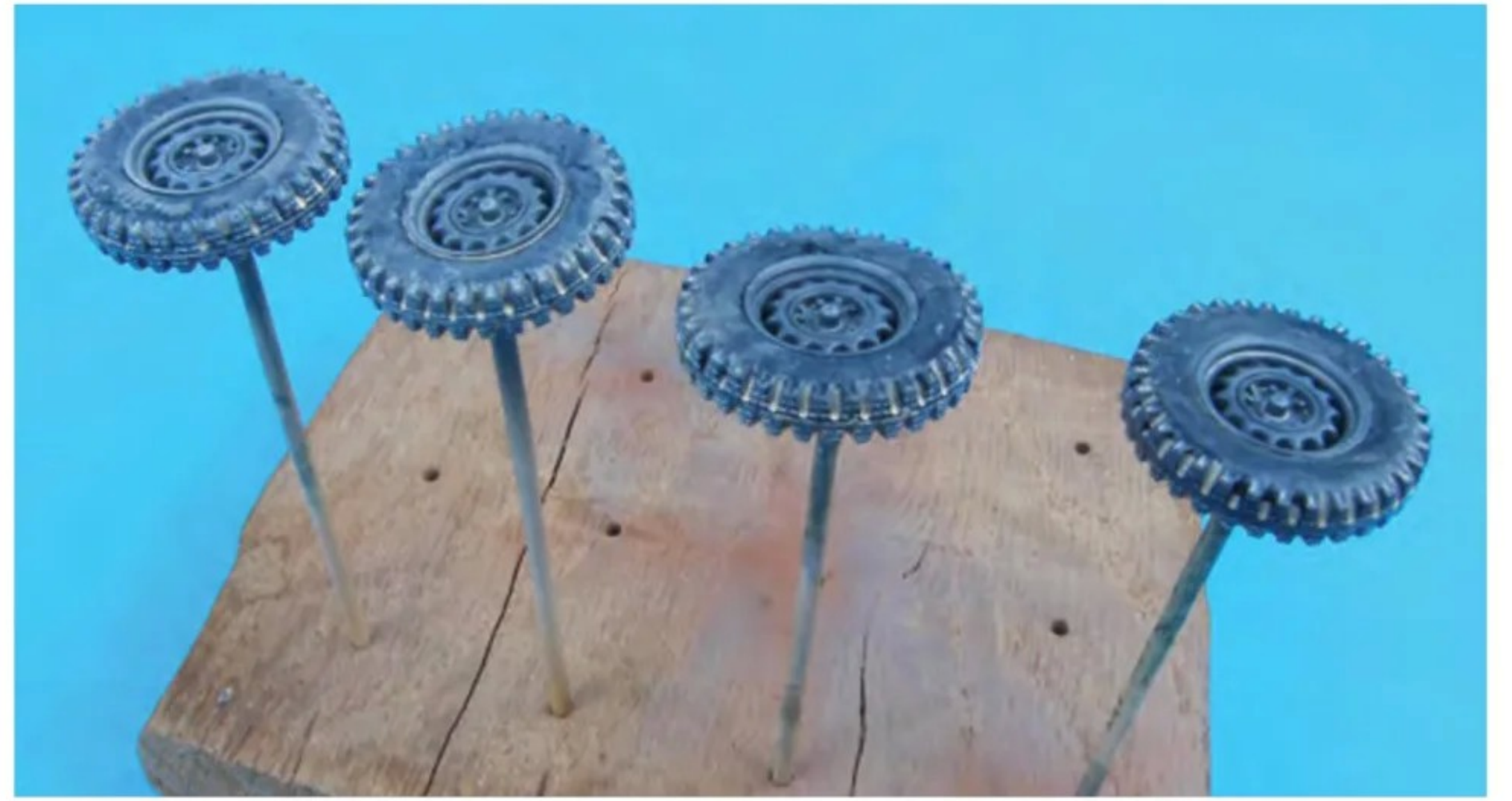
▲ Filler was applied in a further effort to hide the seam; this was sanded and worked a treat – no seam was visible.





▲ A six-step approach was taken with the folded roof, beginning with a layer of acrylic paint, followed by gloss varnish, an oil wash, blending, matt varnish and dry-brushing.

► Liquid Road Dust from Lifecolor's Compact Dust weathering set was used to make the wheels and tyres look worn and dirty.



▲ Here, the Trippel has more elements fitted, such as the rear deck slats, folded roof, steering wheel and bilge pump.

slats, rear-deck railing and steering wheel. Next came the folding struts for the canvas roof. Although slightly fiddly due to the imprecise instructions, this was managed with just a little fine-tuning needed as the roof was glued in position.

airbrushed prior to applying the decals. There aren't that many, just formation/unit symbols, registrations and the instrument dials. After ample drying time, a black oil pin-wash accentuated finer structural nuances around the body, before matt varnish was



▲ After a coat of gloss varnish, the decals were applied, along with a black oil pin-wash. Matt varnish followed, to mute the finish.

applied to mute the finish. The varnishes were AMMO-MIG's Lucky Glossy (A.MIG 2053) and Ultra-Matt (A.MIG 2050) ([www.migjimenez.com](http://www.migjimenez.com)), respectively.

It was decided to show the windscreen wipers as having created clean areas surrounded

by dirt. This was achieved by cutting appropriately shaped portions of masking tape, which were applied to each panel. It was then simply a case of flicking Road Dust onto the glazing using a paintbrush and cocktail stick. The result was really pleasing. ►

## Rolling stock

Beautifully detailed with their styrene hubs and rubber tyres, the wheels look great, although the tyres were unrealistically shiny, so were sanded gently with fine wet-and-dry paper. Once the hubs had been painted German Grey and treated with a hint of Lifecolor's faded version, they were glued into the tyres with cyanoacrylate. As they appeared too clean, Lifecolor's Compact Dust Set (SPG08) was employed, with the liquid Road Dust (LPW12) providing an initial gathering of pale grime, applied by brush into the tread pattern and on the sidewalls.

Turning back to the bodysell, a coat of gloss varnish was







▲ In a bid to give the monotone finish more 'punch', a round of oil dot weathering was applied with Winsor & Newton hues.

### Varied hues

Further nuances in the body finish were ensured by oil-dot weathering, whereby tiny spots of oil paint were applied to the body randomly with a cocktail stick, to replicate water streaking. The Winsor & Newton colours were Raw Umber, Brown Madder, Soft Mixing White and Cadmium Yellow Hue, with several mixed together to give even more variety. As a lifelong angler, I can testify that different rivers have all manner of algae, as well as contrasting shades of mud and water tints, so the number of oil shades seemed justified. Once applied, the dots were

drawn downwards with a soft thinner-moistened paintbrush. The result looked slightly too garish, so it was harmonised with a highly diluted, randomly applied layer of Faded German Grey.

Once this had dried, the painted PE windscreen



▲ Lifecolor's Compact Dust set was a boon for achieving a well-weathered appearance, with liquid and pigment products used in the build.

wipers and width indicators were attached with cyanoacrylate. Tamiya's X-27 Clear Red and X-25 Clear Green were applied with a fine brush to the navigation lights, which had already received a metallic undercoat. The headlight

glazing was then secured with VMS Transpa Fix 6K ([www.albionhobbies.com](http://www.albionhobbies.com)), an adhesive for clear parts. The finishing touch was to add more dirt, again exploring the content of Lifecolor's Compact Dust set, namely PG 105 Dry Dust Pigment. This fine powder was applied to the wheels/tyres and lower body with a micro-brush, then blended with a soft paintbrush. Job done!

### Worth the outlay?

If you're interested in amphibious vehicles or simply looking for a different German World War Two subject, Das Werk's 1/35 Trippel is a splendid option, but it's not without its challenges and is not recommended for beginners. I'm convinced the firewall and doorcards were fitted properly, but it's possible they were misaligned slightly. Do also study the instructions carefully and delay fitting as many of the tiny, delicate components for as long as possible.

Reasonably priced and offering superb detail, the SG6/38 is a fascinating and fun subject with huge diorama potential, as well as being a refreshing alternative to the VW Schwimmwagen. All this Trippel needs now is a set of resin figures to enliven it further, so hopefully the aftermarket will oblige.

**"Das Werk's  
1/35 Trippel is a  
splendid option"**





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# 1/48 A6M2-N Rufe



**eduard**

Cat. No. 82126

Japanese interceptor/fighter bomber floatplane A6M2-N (Allied code name Rufe)  
Kit presents Rufe serving in Imperial Japanese Navy Air Service during World War II.

**ProfiPACK**  
edition **www.eduard.com**





same, the chapter has new sponsors in the Parent, Teacher, Student Association 'All Night Grad Party'. This is a school organisation that provides the school seniors a safe place to hold their graduation parties. As for the show itself – the 18th such event – it was considered a roaring success, with close to 740 people attending. For a one-day show there were 49 vendors, six clubs exhibiting genres such as trains, paper modelling, ships and varied club displays. The event also had three authors discussing their latest publications.

As for the contest, there were 121 participants – with 568 entries – based on a theme of 'Between the wars 1920 to 1940'. The tables were full and the judges had their work cut out for them. As a club, NOVAIPMS welcomes all model builders and the contest reflected the outstanding variety of national-level quality work. A selection of models are displayed here, but 'Best in Category' plus show highlights are at: [www.novaipms.org/model-classic](http://www.novaipms.org/model-classic) and on the NOVAIPMS Facebook page ([www.facebook.com/NorthernVirginiaIPMS](http://www.facebook.com/NorthernVirginiaIPMS)).

The show theme for 2024 – set for Saturday April 13 – is still under development, but updates, meeting information and news are available via the chapter's website: [www.novaipms.org](http://www.novaipms.org).

**Walter Schlueter**

AMW



# Back in full swing...

**E**ven the pandemic could not keep the North Virginia Modelers Model Classic down.

On April 15, 2023 the Northern

Virginia Chapter of IPMS USA (NOVAIPMS) held its annual show at the Fairfax High School, Fairfax, Virginia, with a huge variety of model aircraft,

cars, ships, figures, dioramas, science-fiction, armour and real space, plus humour categories and special awards.

While the venue was the





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# Twinkle Twinkle

**Mike Williams** is taken back to arguably the halcyon days of modelling as he tackles a favourite kit from his childhood: Airfix's 1/72 F-80C Shooting Star, now available as a *Vintage Classic*



▲ The Roy Cross box art that adorned the original 1973 release still looks fantastic today for this *Vintage Classic* reissue. The parts were cleanly moulded, and the decal sheet was superb.

Some say we are living in the golden age of modelling, the varied choice of subjects being beyond anyone's wildest dreams – and with the additions available from aftermarket companies and decal producers being just as diverse, if not more so.

But there is also a large throng of modellers (admittedly of a certain age) who would argue that the golden age of modelling was in the 1970s-80s. This is possibly why a rose-tinted view is taken when Airfix decides to release some of its older kits (usually those that were first produced in the aforementioned decades) under the *Vintage Classics* banner.

These kits seem to be quite popular with modellers who have fond memories of those so-called halcyon days and want to relive that moment, using the skills they have honed over the intervening years. This 1/72 Lockheed F-80C Shooting Star was a case in point

for me. I vividly recall building this kit when I was about eight years old – the tooling was already 11 years old, having been released originally in 1973.

## Rediscovering an old modelling friend

Adorned with superb artwork from the inimitable Roy Cross, the box was opened to discover there really was not a lot to this kit. It seemed basic in the extreme by comparison with

### MODEL SPEC

**F-80C Shooting Star**

**By:** Airfix

**Stock Code:** A02043V

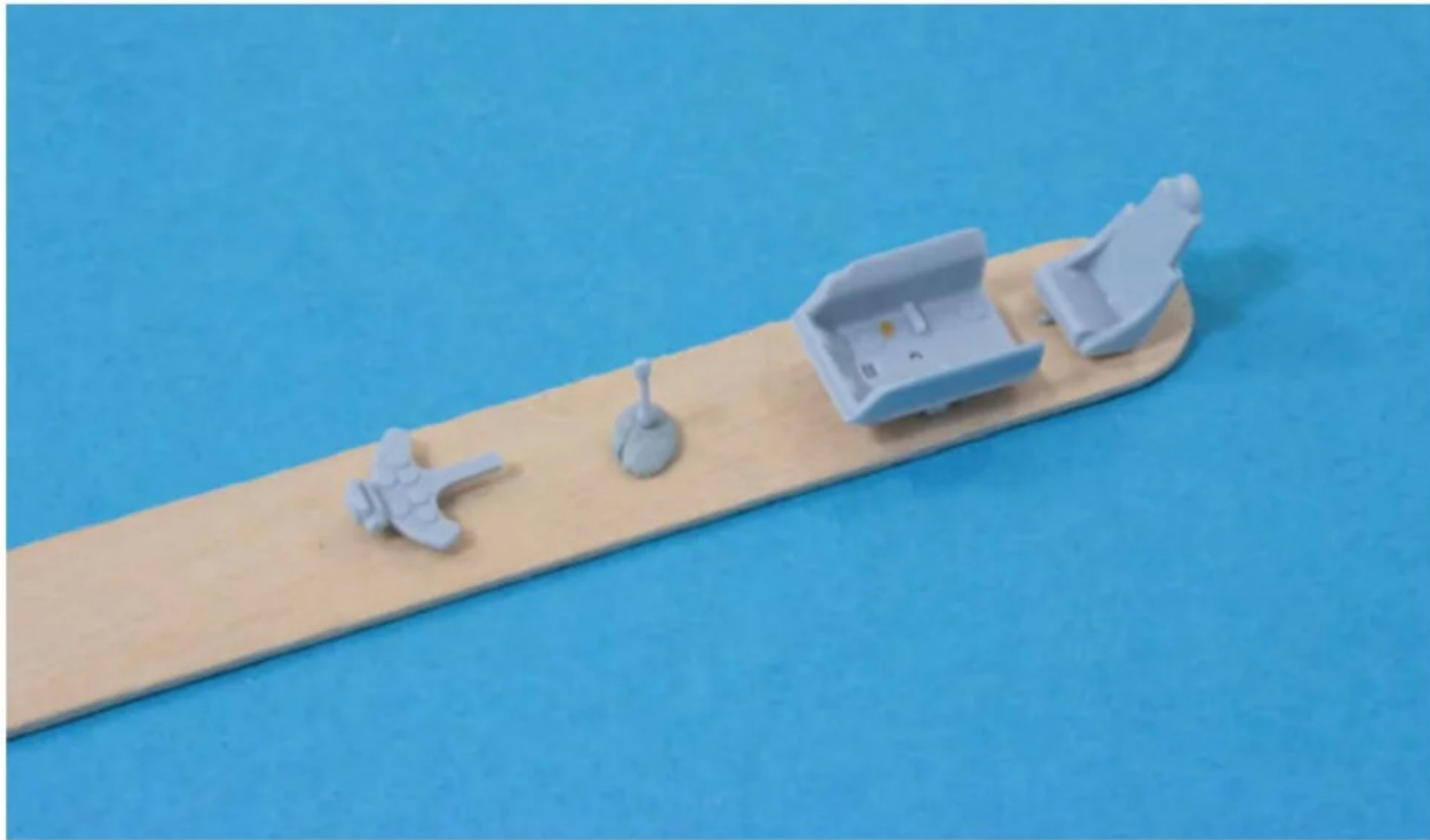
**Scale:** 1/72

**Price:** £10.99

**Available from:** [www.airfix.com](http://www.airfix.com)







▲ Basic cockpit components were removed from the runners and mounted for painting. The detail, for its day, was particularly good, though it appears considerably more basic by today's standards.



▲ Rudimentary seat belts were fashioned from painted strips of masking tape while the rest of the cockpit was painted in base shades. Dots of other colours were added to give an impression of detail under the thick canopy.



▲ Notches for the nose undercarriage leg were modified by slicing with a blade to allow the leg to be inserted later, rather than risk damaging it during construction if it were trapped between the fuselage halves as suggested.



▲ Steel shot nose ballast was glued into position in the nose with superglue (Airfix's instructions suggest 5g will be sufficient) and there was plenty of room to accommodate the material.

the latest 'über offerings'; there were just more than 50 parts including the canopy and stores – some modern kits would use this amount solely for the cockpit.

The F-80's 'office' was rudimentary at best, though given what would be seen through the thick, one-piece closed canopy, it would suffice. Undercarriage and speed brakes were comparatively detailed, albeit somewhat fictional; the landing gear legs and wheels

were well moulded and adequate given the age of the tooling.

Airfix's fuselage and wings seemed devoid of features on first inspection, but closer scrutiny revealed extremely fine raised panel lines with deep recesses for the control surfaces. The moulds have probably worn over the almost 50 years, thus these details were almost imperceptible to the eye. It was decided early that re-scribing would be used, as the existing

surface detail would more than likely be damaged or removed with any remedial sanding required during construction.

However, all the parts were remarkably clean and free from flash or mould blemishes, plus awfully familiar, taking me right back to my early years of model-making. The biggest difference with this *Vintage Classic* release was the decals. Airfix's kit-supplied markings have come on leaps and bounds in the

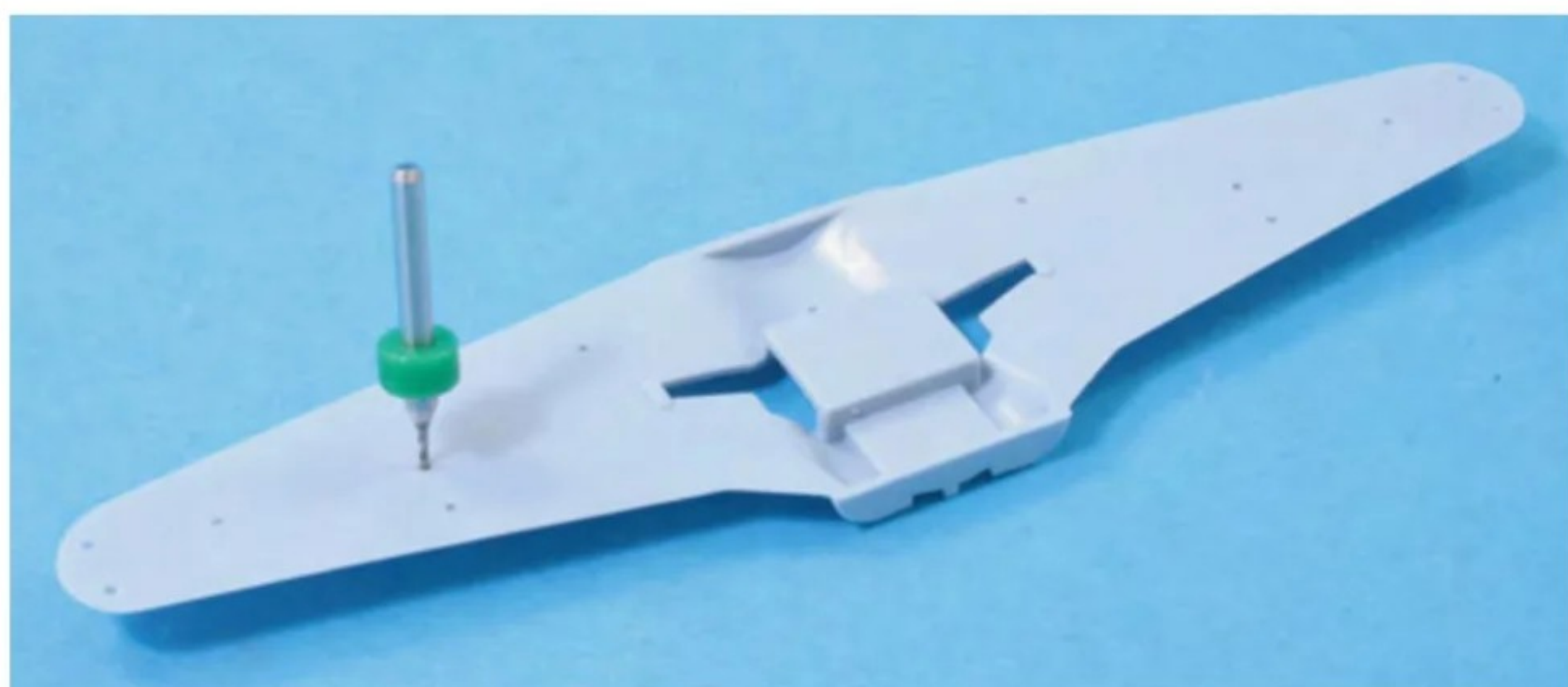
intervening years; here, the original *Saggin' Dragon* option and an alternative scheme both featured full stencil data plus options for painting or decaling the blue areas. See panel for full livery details.

### Keep it simple

As previously mentioned, the cockpit was basic but a decent paint job would make it appear more than adequate on the







▲ As directed in the instructions, holes were drilled in the wings to allow the pylons to be fitted later in the project.

▼ Separate upper flight surface parts were a perfect fit with the lower span – not bad for tooling that is nearly 50 years old!



Intakes fitted to the outside of the fuselage halves along with boundary layer splitter plates. They needed a little sanding along their mating surfaces to ensure as good a fit as possible.

finished model. Everything was base-coated with Mr. Color's C351 ([www.albionhobbies.com](http://www.albionhobbies.com)) representing US Interior Green, before details were hinted at with some strategically placed dots of paint over black consoles and instrument panels. Basic seat belts were added from painted strips of masking tape before the cockpit was put together and offered to the fuselage insides. Fit was particularly good, and it was found it could be secured to the starboard fuselage half along with the nosewheel bay roof. Steel shot was secured either

side of the nose to function as ballast – as suggested by Airfix in the instructions. The nosewheel strut was meant to be affixed here, being trapped between the fuselage halves, but with a little surgery, the notches were modified to allow the leg to be fitted later in the build to prevent any damage.

Before the fuselage halves were joined though, the air intakes were dealt with as these were probably the worst fitting part of the kit. They were trimmed and sanded carefully to get the best fit possible before committing

to cement, then the contours were blended with Milliput Superfine Putty, which was the best product for this type of job due to being easily moulded and shaped with a wet finger or carving tool before curing. When dry, it was sanded to blend the intakes to the fuselage halves with wet-and-dry paper and plenty of water. Once the intakes were satisfactory, the fuselage halves were brought together, encompassing the cockpit tub and nose gear bay.

The fuselage was then gently and carefully re-scribed

following some of the raised lines and using the paint guide's illustrations for reference.

## Winging it

The wings were simplicity itself to construct; a one-piece lower span and two upper units fitted together perfectly. Holes needed drilling on the bottom section to accept the pylons for the bombs should they be chosen to be fitted, otherwise they can be left solid. The same could be said for the tailplanes, as these needed just a bit of flash removing and slight sanding around the leading



**“All the parts were remarkably clean and free from flash or mould blemishes”**



and trailing edges, but that was the work of minutes with a 600-grade sanding stick.

All flight surfaces were re-scribed using a steel rule and a Tamiya scribing tool. This was quite an easy job, but was best completed before the wings and fuselage were joined. Once scribed, the whole wing surface areas were gently polished with a worn sanding sponge to keep the contours and avoid flat spots, but also to remove any swarf and edges from the scribed lines.

The fuselage and wings joined relatively easily, although some fettling and trial runs were needed to ensure the best possible fit before gluing. A few of the larger gaps underneath were treated with a superglue and talcum powder mixture to function as a filler. The beauty of this concoction is that it dries a bit slower than neat superglue as the talc acts as a retarder, then when dry it can be sanded and polished to a similar finish to the surrounding plastic. That would prove to be fortuitous later when applying silver paint, where as smooth a finish as possible was needed – metallic paints can be very unforgiving. Any panel

lines that needed re-scribing for continuity were added before everything was polished with a worn 800-grade sanding sponge. The canopy was masked and fitted and left to dry so it could be readied for painting.

### Silver stars

An option for the famous *Saggin' Dragon* was always going to be the go-to livery for nostalgic reasons and, of course,

to recreate that stunning box artwork. The blue nose flash was supplied as a decal, but a separately printed dragon and a note in the paint guide were

**“The shining light within this *Vintage Classic* reissue was the decals”**



▲ On the real aeroplane, there was a definite blended transition on the intakes – replicating such an effect, Milliput was used sparingly to help smooth the joins.

## GREEN DRAGON

Both markings options included were for overall silver USAF aircraft from the Korean War:

- 49-650/FT-650 *Saggin' Dragon*, 16th Fighter Interceptor Squadron, 51st Fighter Interceptor Wing, Suwon Air Base, South Korea, 1951
- 49-873/FT-873, 36th Fighter Bomber Squadron, 8th Fighter Bomber Wing, South Korea, 1951





**“This was a great little kit and a fun build”**



provided to allow the modeller to paint the blue if desired. Red fin flashes for the alternative scheme were tackled in a similar manner. Full stencil data was apparent on the decal sheet too, a vast improvement over the original 1970s release, it has to be said. The decals were beautifully printed, in register and opaque: all hallmarks of the quality we have come to expect from Cartograf of Italy.

For starters, the whole model was sprayed silver using Tamiya AS-12 Bare Metal Silver ([www.hobbyco.net](http://www.hobbyco.net)), sourced from an aerosol can but decanted for airbrush use. This gave a superb finish and does not waste any paint, as tends to happen with application straight from the aerosol. Once given enough time to cure overnight, the result was a solid, tough base for masking,

setting the blue nose flash and tail band, olive drab anti-glare panel and black nose panel. As these all received matt paints, a sealing gloss clear coat was airbrushed to give a uniformity in readiness for the decals. A quick panel line wash was applied before the decals were added without issue, settling neatly into the contours and panel lines.

## Wheels, legs and doors

While the paint was curing on the main airframe, attention turned to the undercarriage, wingtip tanks and the airbrakes. All three struts had mould seam lines removed carefully with a fresh blade before they were sprayed silver along with their doors and airbrakes. Mainwheels were sprayed black before the central hubs were carefully dry-brushed

with silver to highlight the detail. The nosewheel leg had the wheel and tyre moulded integrally, so this was carefully brush-painted, capillary action allowing the paint to flow around the wheel rim; the landing light was also painted and attached here.

Underwing stores, bombs and tanks were assembled simply, painted and put to one side, not forgetting the pylons for the bombs. Undercarriage bays (along with the airbrake openings) needed to be US Interior Green, the same as the cockpit interior, so edges were all masked and the bays airbrushed the correct colour, taking care to avoid any overspray. The chin-mounted pitot and the jet

exhaust were the final small pieces to be painted, ready to be fitted last-minute.

## Decals and dragons

The shining light within this *Vintage Classic* reissue was the decals; they were sublime, although it seemed almost heresy to use such fantastic decals on such an old kit. Stencils added to the ‘look’ of the finished model, so they were all added in spite of the temptation to omit them and just use the main colourful markings. Even the red fuselage split band and wing walkway decals fitted perfectly, including the ‘NO STEP’ areas on the flaps.

The *Saggin’ Dragon* nose art was beautifully printed and



▲ The very subtle raised details were used as a guide to gently re-scribe panel line detailing – note the use of Tamiya tape for curves.



▲ Alternatively, a steel ruler was employed for straight engravings – additional guidance was sought from Airfix’s painting instructions.





▲ The paint scheme was relatively straightforward, just needing some careful masking for the nose flash, tail stripe and other panels.



▲ The undercarriage and airbrake bays were carefully masked and sprayed with a paint representing US Interior Green.



▲ After a gloss clear coat, the panel lines were given an enamel wash to highlight the re-scribed detail and add interest before the decals were applied.



▲ Airfix's markings were superb and really brought this old kit to life. Wingtip tanks were also test-fitted at this stage.

settled well on the intake and nose contours, while national insignia and serial numbers followed in a similar fashion. Hats off to the decal/paint guide designers at Airfix, as these were very comprehensive and really brought this venerable old 'bird' to life.

After a light coat of satin varnish to mute

everything and tie it all together, the undercarriage, airbrakes and tanks were all fitted along with the bombs and jet exhaust. Holes for the pylons and wingtip containers needed opening slightly with a small drill to ensure all fitted properly and flush, but this took just a minute or two. The same method was used to ensure the chin pitot

fitted properly, then the canopy was unmasked and the jet exhaust slipped into place in the rear fuselage to complete this veteran kit.

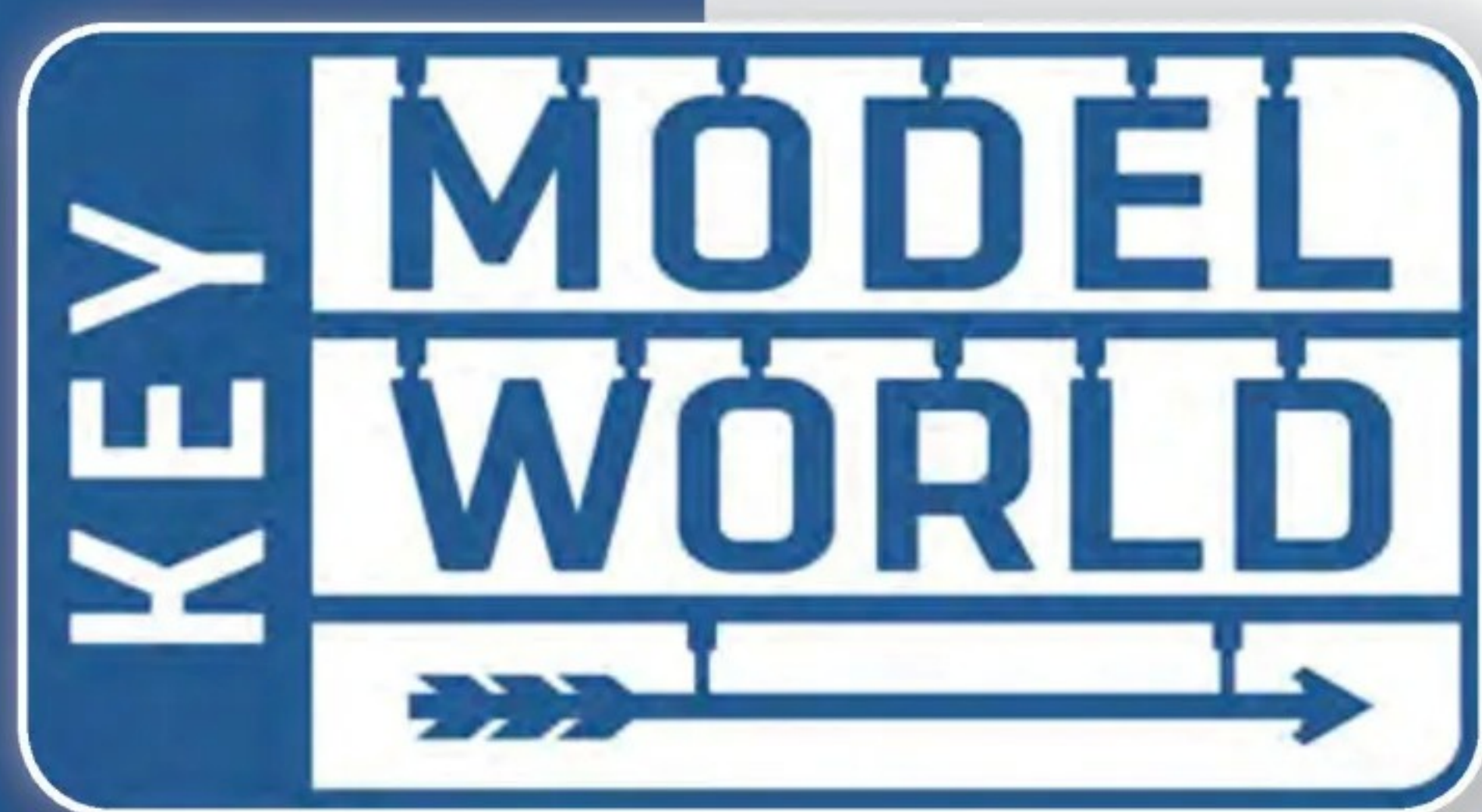
### Final verdict

Despite the *Vintage Classics* legend adorning the box and all the somewhat negative connotations that any old tooling

can draw, this was a great little kit and a fun build. The parts fitted really well and, aside from the lack of panel lines on the airframe, it was a lovely detailed little model – the undercarriage was especially neat. It is true that some 'classic' kits are best avoided, but this one was a gem and the decals really made it shine.







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# SCALE DESTINATION



*Coming this month*

## NEWS

Fans of waterborne aircraft will welcome Silver Wings' forthcoming 1/48 Macchi M.41bis kit, while we also cover fresh 1/48 decal sheets by Iliad Design, for the P-38 Lightning and Avro Anson Mk.I. You can also read about Airfix's new 1/48 de Havilland Vampire variant, plus the same firm's re-released 1/72 Gnat T.1, Bf 110E and Me 262.



## NEW RELEASES AND RE-ISSUES

If you're a Tomcat fan, check out our review of Academy's 1/72 F-14B VF-103 'Jolly Rogers' boxing. Italeri's 1/72 AC-119K Stinger gunship make a pleasing return, and a big gap in the market has been filled by A&A Models' new-tool 1/72 Hawk 200. Tamiya's 1970s 1/20 Porsche 935 in Martini colours has become available again, along with Airfix's venerable 1/72 Auster Antarctic as part of the firm's Vintage Classics range.



## BUILD ARTICLES AND TECHNIQUES

Read our exclusive build article on Das Werk's new 1/35 Trippel SG6/38 Schwimmwagen and the fascinating 1/72 MUSTARD lifting body from Freightdog Models. And how to achieve a convincing metal finish is just part of an Eduard Korean War F-51 Mustang project.



## ACCESSORIES AND REFERENCE

Fast-jet enthusiasts can thank CMK for a new resin/PE cockpit aimed at Revell's 1/72 F/A-18F Super Hornet, but you can also learn about Beacon Models 3D-printed RAF Battle of Britain figures and accessories... created with 1/144 and 1/72 aircraft models in mind. Reference works examined recently include the latest Special edition of *Luftwaffe im Focus*, Helion & Co's *The Darkest Hour* – a two-part focus on Japan's naval thrust across the Indian Ocean – plus Schiffer's new image-laden hardback on the PBY Catalina.



# elworld.com



# On A Crusade

New to AMW,  
**Jack Homewood**  
builds Eduard's 1/48  
boxing of a classic  
Cold War naval  
aircraft, the F-8E  
Crusader



While the resin extras were minimal in this special boxing, they were vastly superior to the styrene alternatives and were a welcome addition to improving the look of the kit.



**V**ought's F-8 Crusader needs little introduction when it comes to statements of Cold War naval air power. First flying in 1955 in response to a US Navy requirement for a fighter to replace the F7U Cutlass, the Crusader began equipping frontline naval squadrons just two years later.

Armed with four internal Colt Mk.12 20mm cannon and able to carry AIM-9 Sidewinder missiles on the fuselage, the type was a potent adversary. Owing to this, its pilots would claim the best kill ratio of any American aircraft of the Vietnam war: 19 for 3 (by comparison, the F-4 Phantom had a ratio of 5 for 2). So formidable was the Crusader in air-to-air combat that, in May 1967, one MiG pilot preferred to eject before a shot could be fired! Being the last American fighter at that time to be primarily armed with guns, it was

affectionately named 'The Last of the Gunfighters'.

## Runner talk

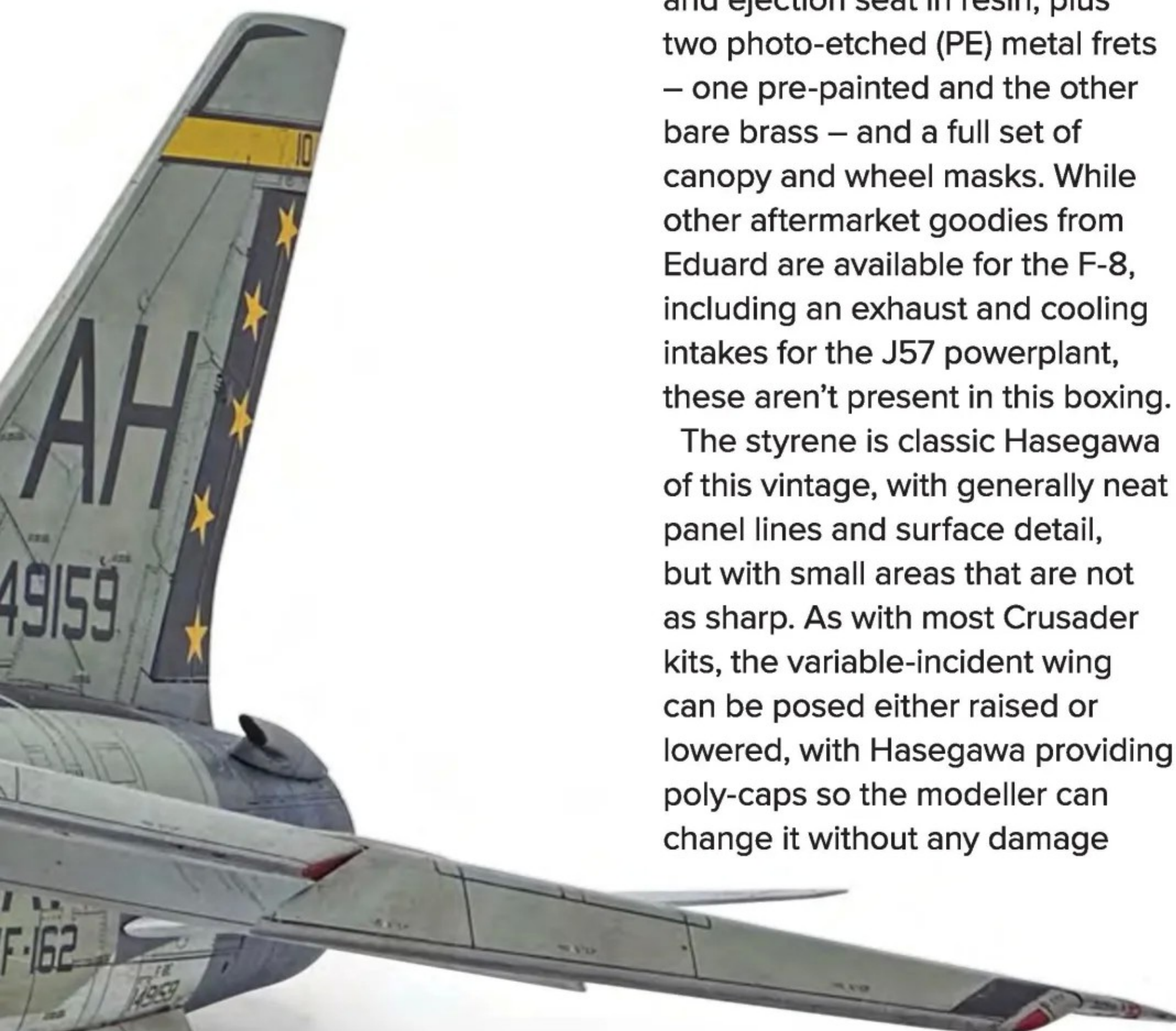
The baseline kit is Hasegawa's 2000 moulding of the F-8E, with parts presented on 14 styrene runners. Eduard has

## MODEL SPEC

**Crusader**  
**By:** Eduard  
**Stock code:** ED11110  
**Scale:** 1/48  
**Price:** £49.99  
**Available from:** Eduard stockists





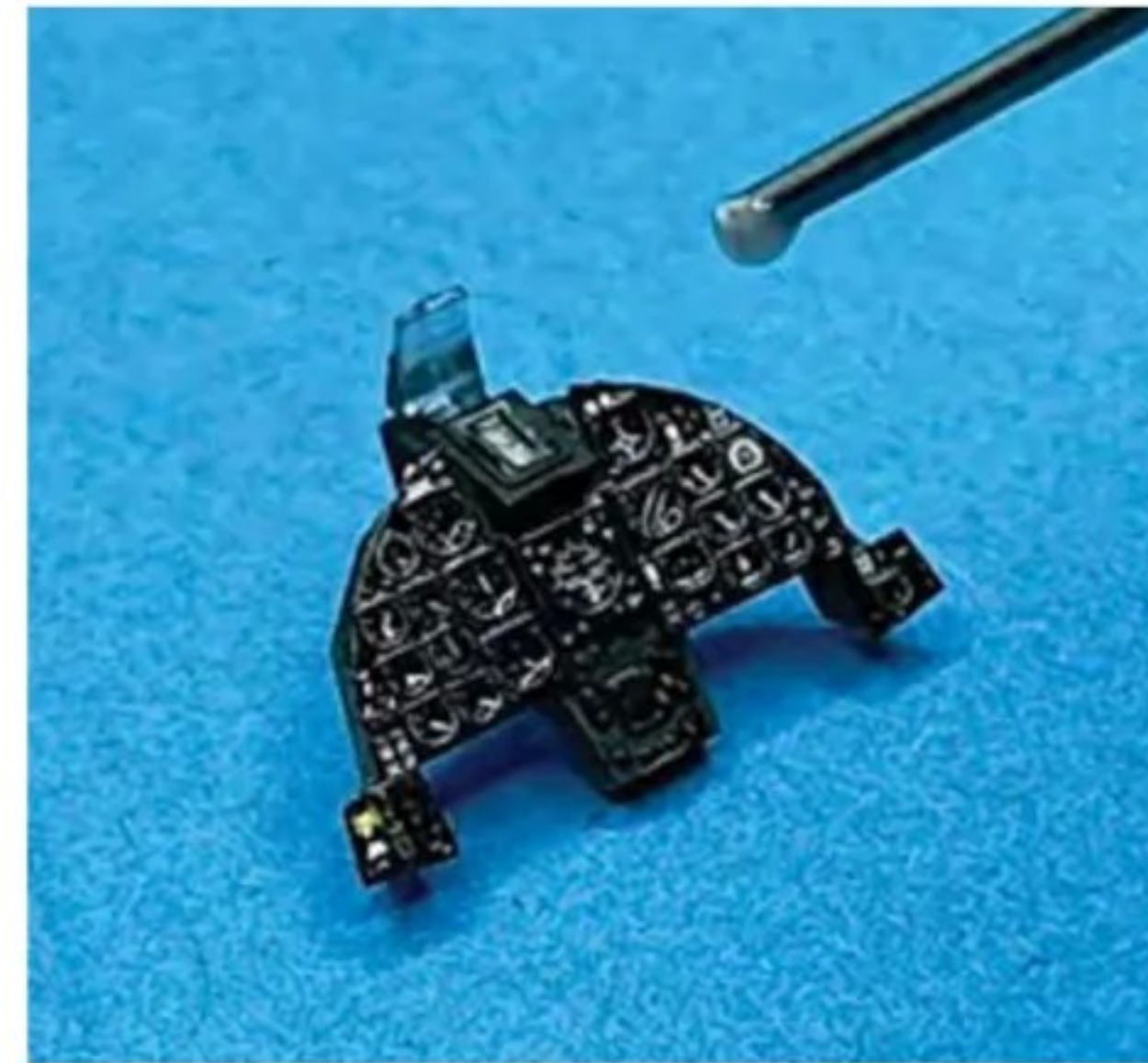


supplemented this with wheels and ejection seat in resin, plus two photo-etched (PE) metal frets – one pre-painted and the other bare brass – and a full set of canopy and wheel masks. While other aftermarket goodies from Eduard are available for the F-8, including an exhaust and cooling intakes for the J57 powerplant, these aren't present in this boxing.

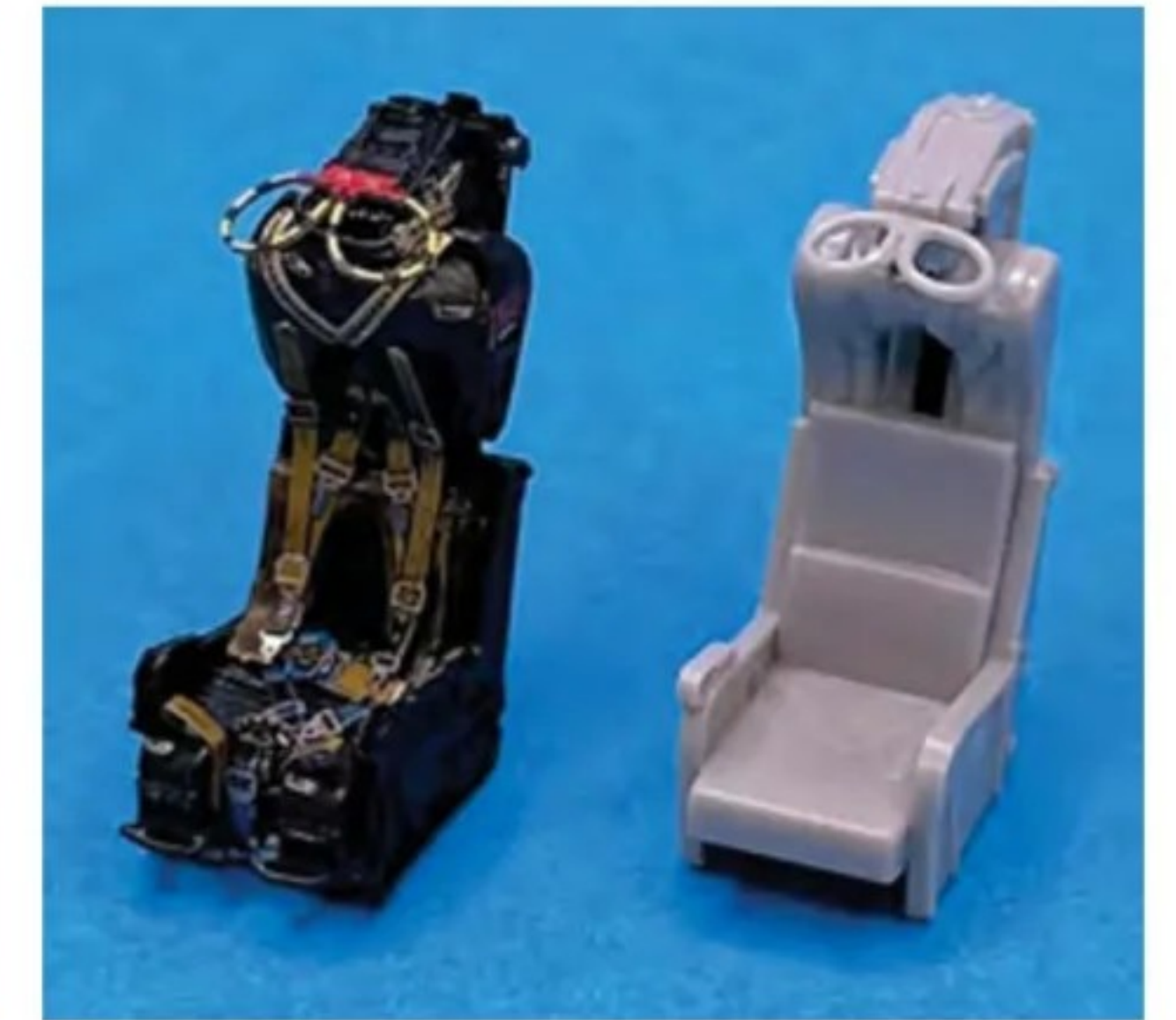
The styrene is classic Hasegawa of this vintage, with generally neat panel lines and surface detail, but with small areas that are not as sharp. As with most Crusader kits, the variable-incident wing can be posed either raised or lowered, with Hasegawa providing poly-caps so the modeller can change it without any damage

– a neat touch. Unfortunately, Hasegawa chose to stick by the Crusader's nickname of 'Last of the Gunfighters', with no armament aside from four LAU-33 twin 5in 'Zuni' rocket launchers. This is common with many of the firm's kits, with the aim that the modeller will purchase its separate weapons sets. In this instance, suitable additional ordnance

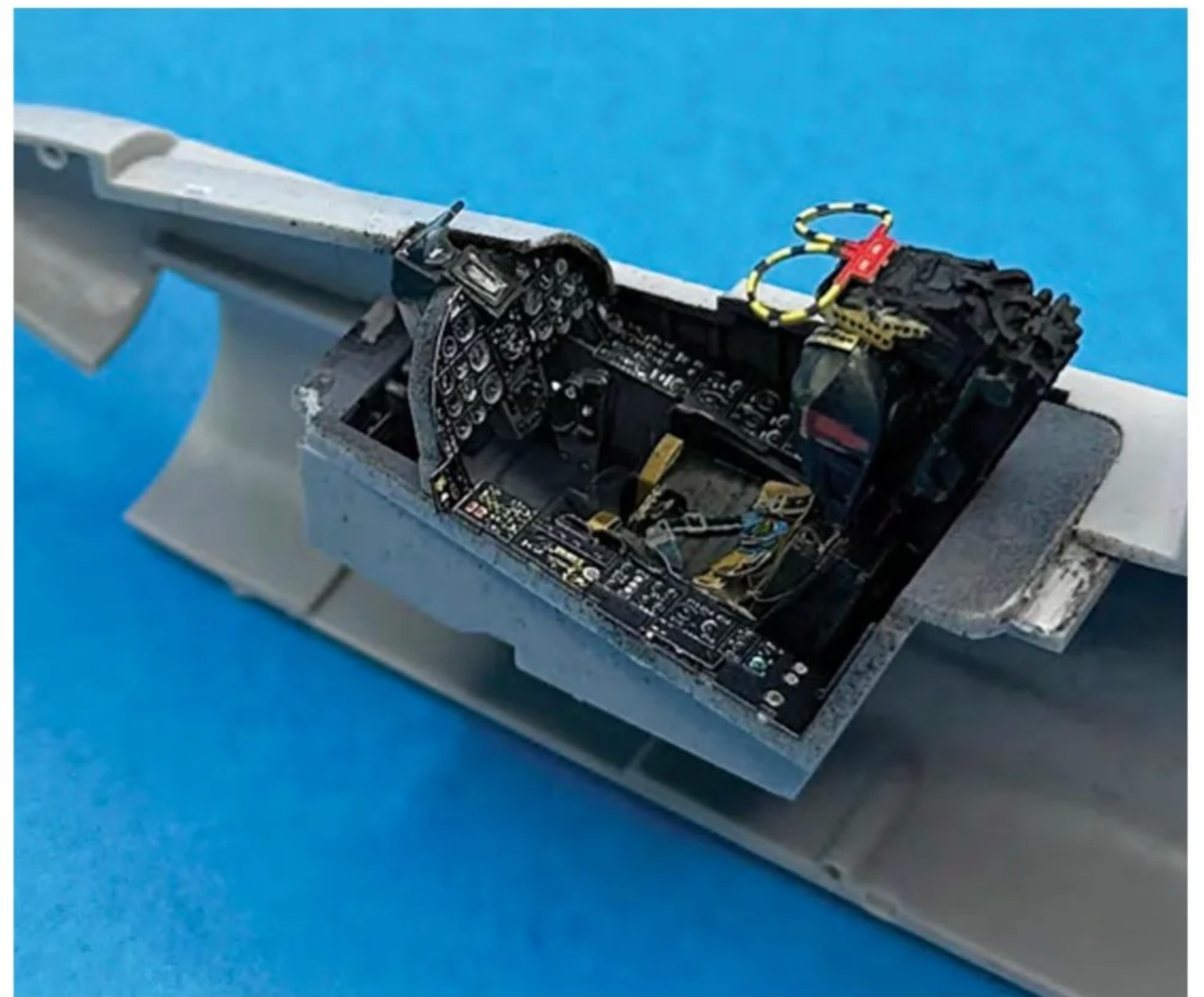
### “Eduard's 1/48 F-8 Crusader is a true 'shake-and-make' kit”



▲ The instrument panel dials received a small drop of PVA glue, administered using an old airbrush needle to replicate the glass faces.

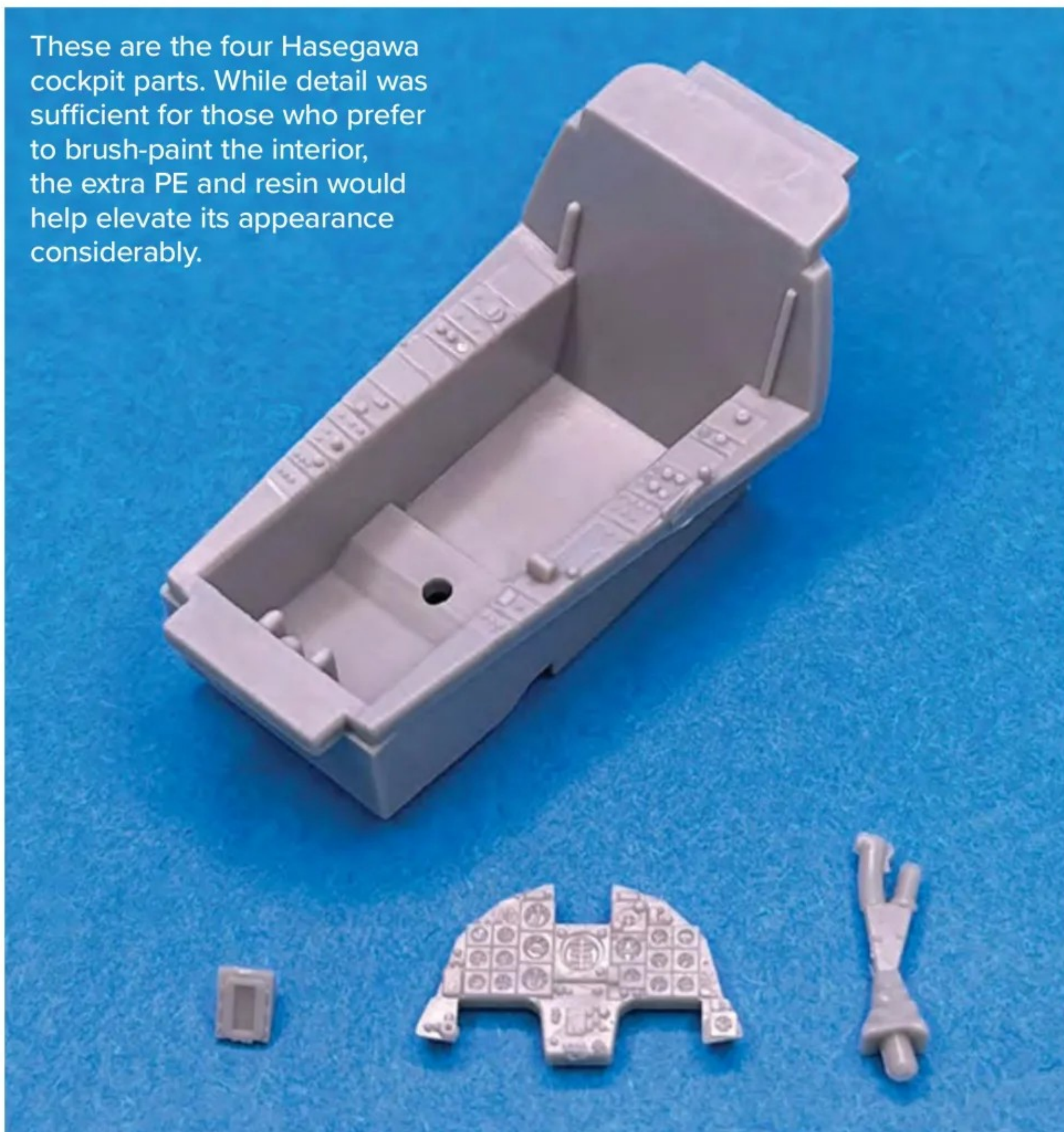


▲ A comparison between the kit ejection seat (right) and Eduard's more refined resin replacement, which has much thinner sides plus seatbelts.

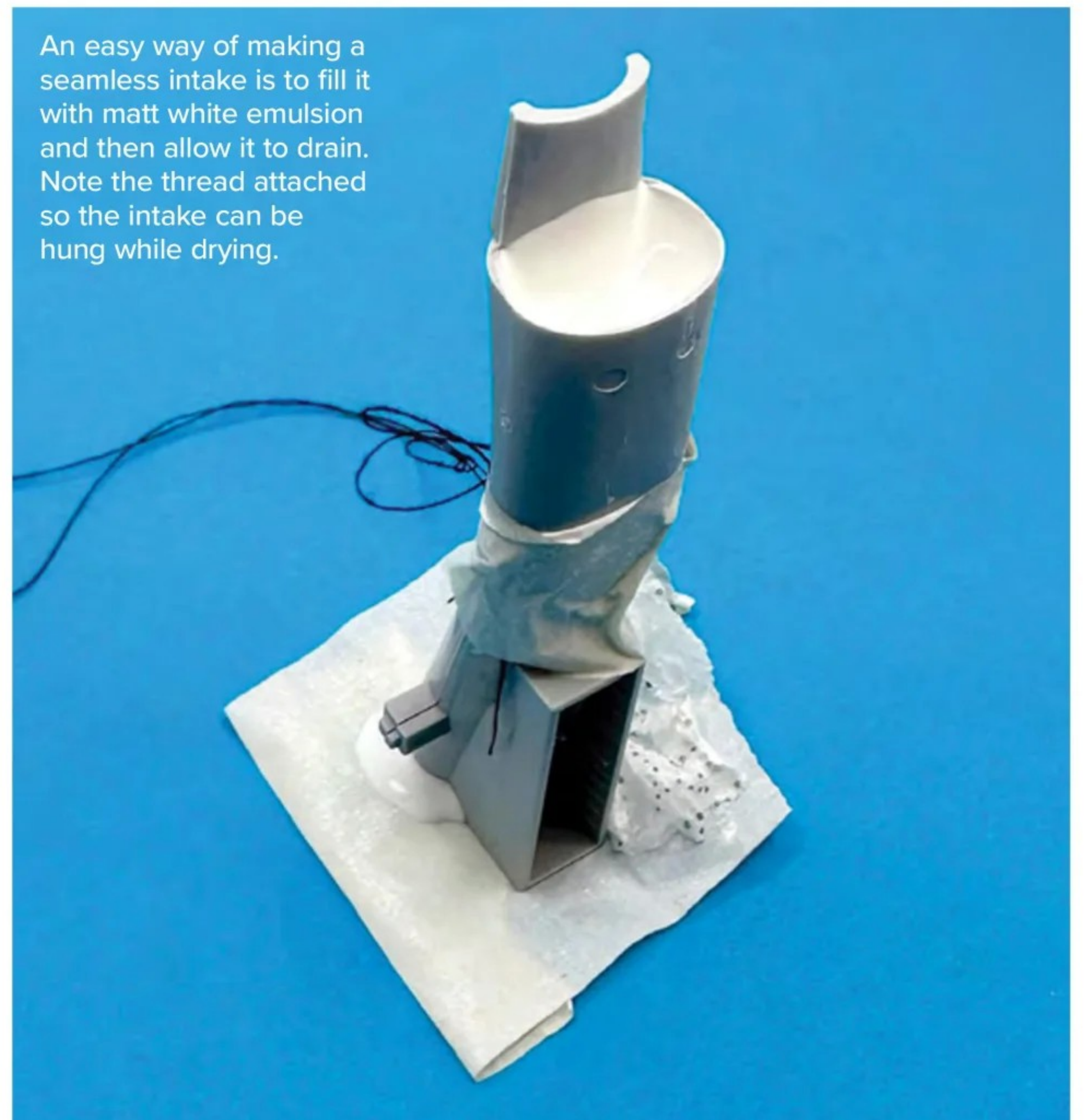


▲ Once completed, the cockpit looked most convincing, and was secured into the right-hand half of the fuselage.

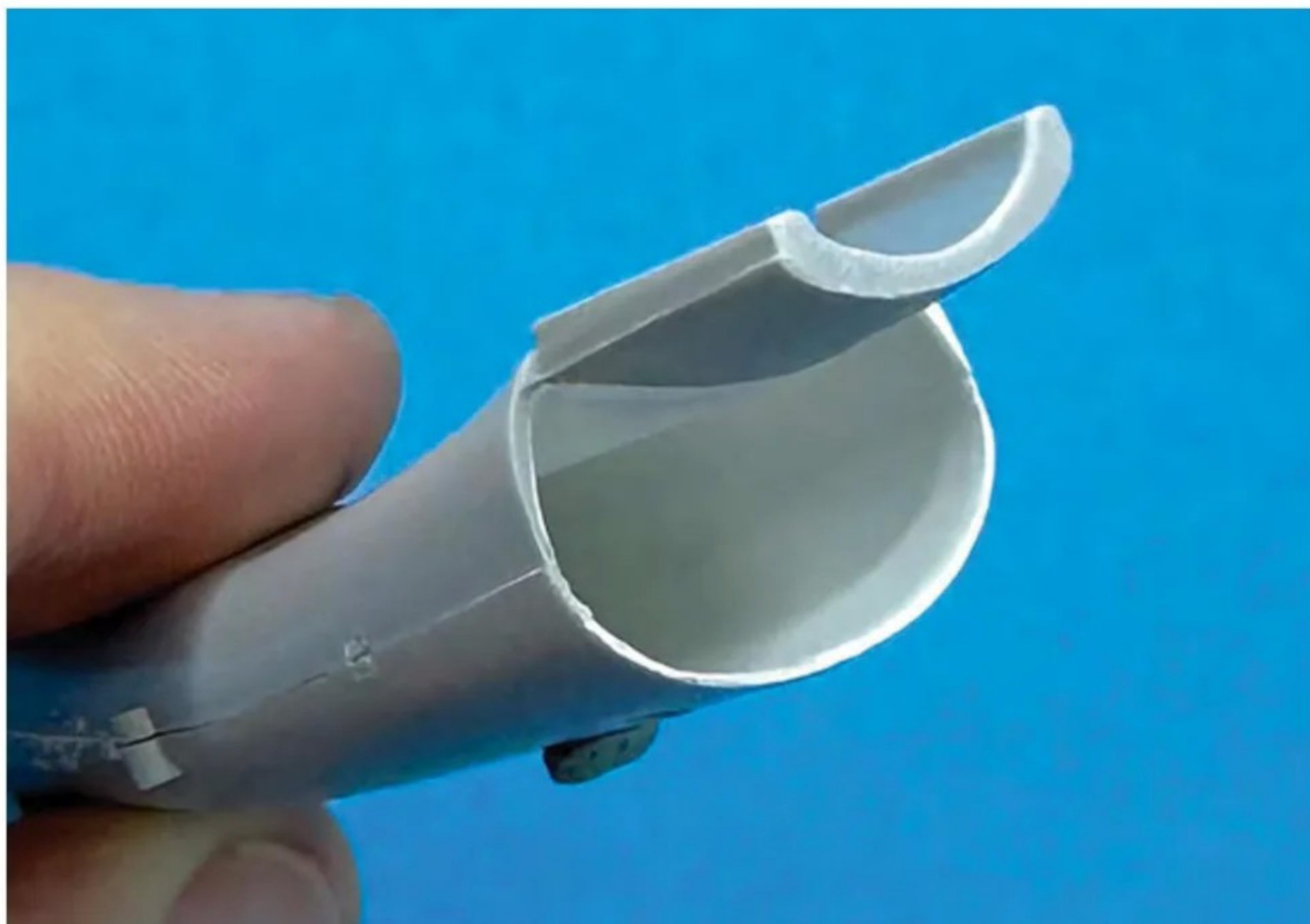
These are the four Hasegawa cockpit parts. While detail was sufficient for those who prefer to brush-paint the interior, the extra PE and resin would help elevate its appearance considerably.



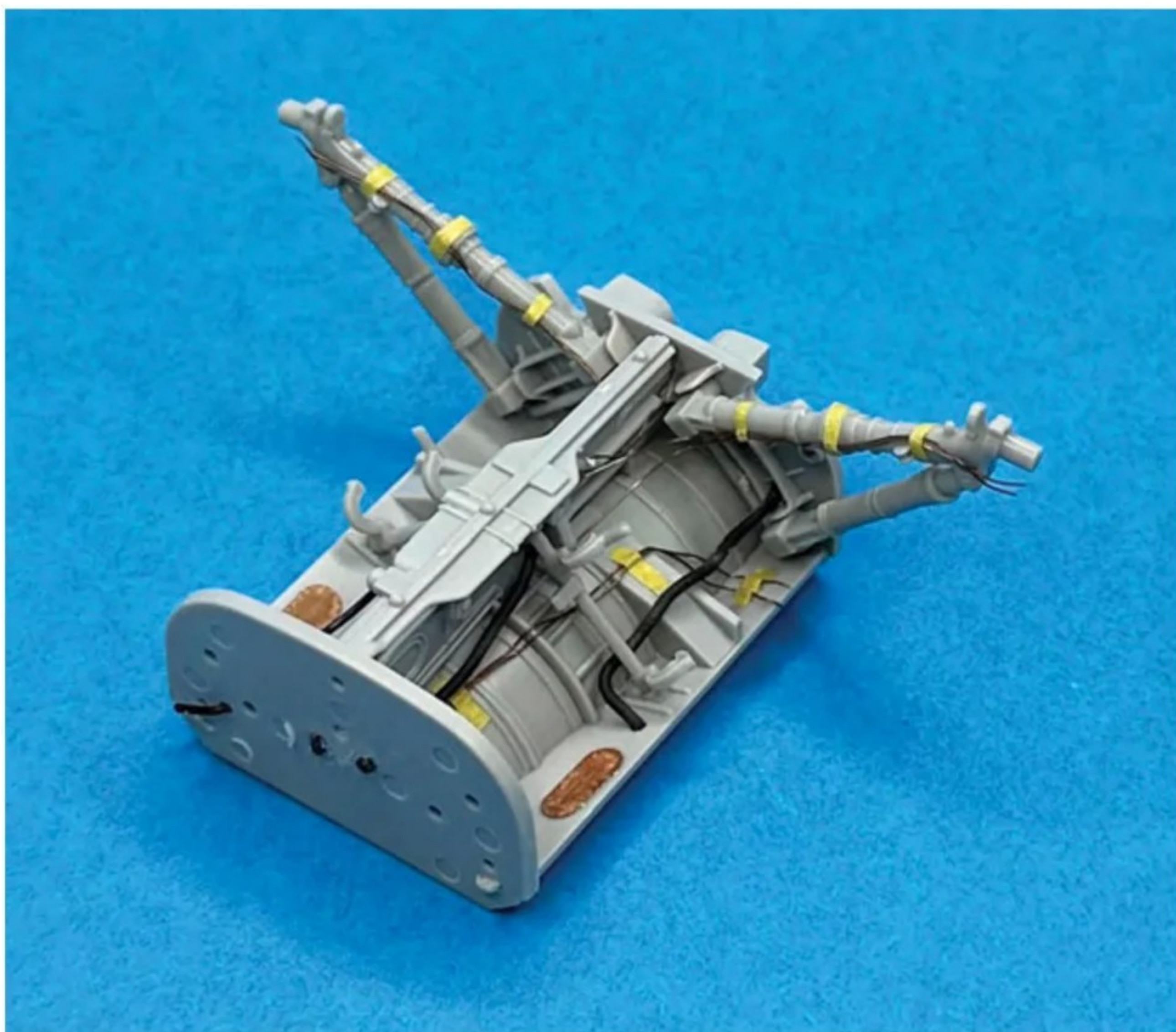
An easy way of making a seamless intake is to fill it with matt white emulsion and then allow it to drain. Note the thread attached so the intake can be hung while drying.







▲ Even before any additional painting, the result was an excellent uniform finish along the inner edges of the trunking.



▲ Requiring little work, adding a series of wires to the undercarriage and bays makes for a more visually interesting sub-assembly.



The two-piece exhaust was painted with 71.072 Gun Grey and weathered with Humbrol AV004 Smoke weathering powder (uk.humbrol.com) before being slotted into the fuselage.

would include AIM-9 Sidewinders, multiple ejector racks and Mk.82 high-drag/low-drag bombs, or Mk.84 bombs, which are available from several manufacturers.

## Getting started

Construction began with the cockpit area, requiring the moulded detail to be removed in preparation for the pre-painted PE instrument and side panels. A fresh scalpel blade was gently scraped over the raised elements, before they were sanded flat with an abrasive pad. The unpainted PE rudder pedals, cockpit floor and lower sidewalls were then sanded lightly with 1,800-grade abrasive paper to aid adhesion of glue and paint, then fixed using cyanoacrylate (CA) adhesive.

Next, the cockpit tub, instrument panel and its fuselage sidewalls received a pre-shade of Vallejo's 71.057 Black ([www.creativemodels.co.uk](http://www.creativemodels.co.uk)), before a light coat of Hataka A032 Ocean Grey ([www.hataka-hobby.com](http://www.hataka-hobby.com)) was

airbrushed over the parts. The control column and instrument panel were then glued with Tamiya Extra Thin Cement ([www.hobbyco.net](http://www.hobbyco.net)) and a Citadel Nuln Oil ([www.games-workshop.com](http://www.games-workshop.com)) wash applied to highlight raised details. Finally, the cockpit was sealed with an airbrushed coat of Alclad II ALC-313 Klear Kote Matte ([www.alclad2.com](http://www.alclad2.com)).

While Eduard's instructions suggest the ejection seat should be left until later, it was decided to assemble it alongside the other cockpit components. First, the resin parts were removed from their casting blocks, neatened up with 600-grade wet-and-dry paper and secured with CA. An initial coat of 71.057 Black was followed by brush-painting the seat pads and headrest with A016 Dark Green. Highlights were

then added using a 7:3 mix of A016 Dark Green and 71.001 White, diluted to an almost water-like consistency. Further PE items, such as the ejection seat



**“My tried and trusted method of ensuring seamless intakes was then employed”**





◀ A neat touch from Hasegawa was providing separate slats and flaps, allowing them to be positioned as the modeller desires.

▼ Some of the schemes (including the one chosen) required the removal of the electronic countermeasures fairing from the vertical stabiliser. This was done with a sharp scalpel and a sanding stick.



firing handles and harnesses, were then attached, but care was taken not to overly twist the latter as this can cause the paint to peel from the metal – despite this, several small areas needed a minor touch-up with a brush. The seatbelts received a Nuln Oil wash before the seat was dry-brushed with 71.251 NATO Black, followed by a coat of matt varnish to mute the sheen on the PE components and

provide a more convincing finish. With this, the 'bang-seat' was set aside for later.

### Internal improvements

Attention then turned to the main internal assemblies, starting with the full-length intake. The panel at the rear of the trunking was removed and sanded before the halves were glued together. My tried and trusted method of ensuring seamless intakes was then employed: with masking tape over the opened rear, the trunking was filled to the brim with diluted

white emulsion from the local DIY store. It was then positioned upright, allowing the paint to drain (hence the removal of the back plate). Once dry – approximately 24 hours later – a piece of black plastic card was attached to the rear to simulate the compressor face. The first centimetre of the intake, attached the fuselage halves, would later be airbrushed white, along with the model's undersides.

The undercarriage bays were tackled next. The main unit comprised six parts and offered a decent level of detail straight from the box, while also providing an ideal base for anyone wanting

to scratch-build extra refinement. Eduard includes several PE items to embellish the bays, but it was decided to supplement these with an assortment of copper and lead wiring attached with Tamiya tape and CA glue until a suitably busy look was attained. The nosewheel bay received the same treatment, as did the undercarriage legs.

With these sub-assemblies completed, they were glued onto the right-hand half of the fuselage, alongside the housings for the variable incident wing, arrestor hook and cockpit tub. With no indication if additional nose weight was needed to prevent the model being a tail-sitter, a collection of nuts and bolts were secured between the intake and cockpit. The fuselage halves were then sealed carefully, working from the tail to the nose. ▶



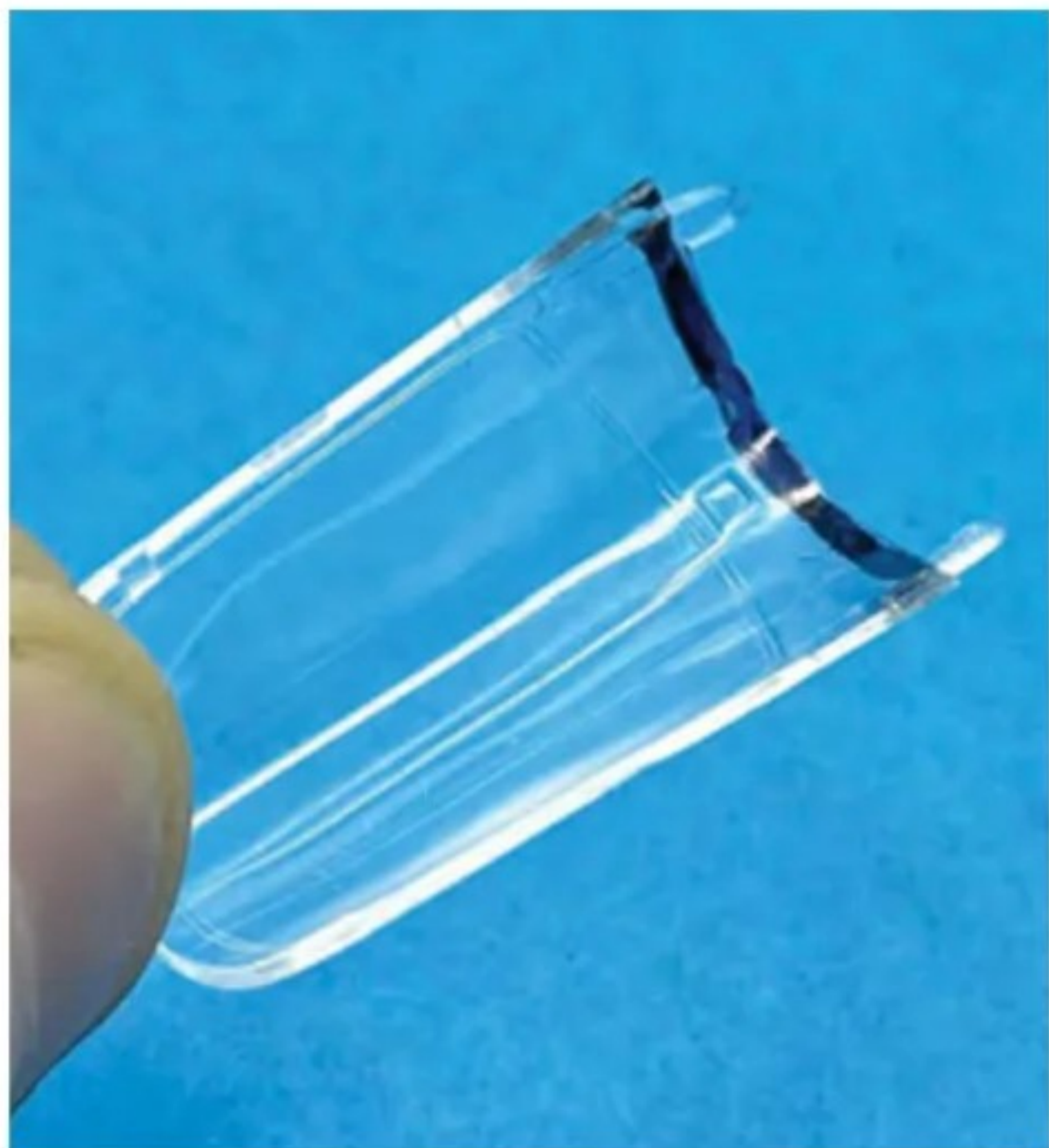




▲ The gunsight was commonly fitted with a shroud; one was fashioned by adding 'crinkled' Tamiya tape around the clear part and painted 71.057 Black.



▲ The correct canopy angle was achieved by placing card next to the cockpit, before adjusting it according to reference photos and marking it with a pencil.



▲ Excess plastic must be scraped away from the rear of the canopy. This was highlighted with a permanent marker to act as a guide.

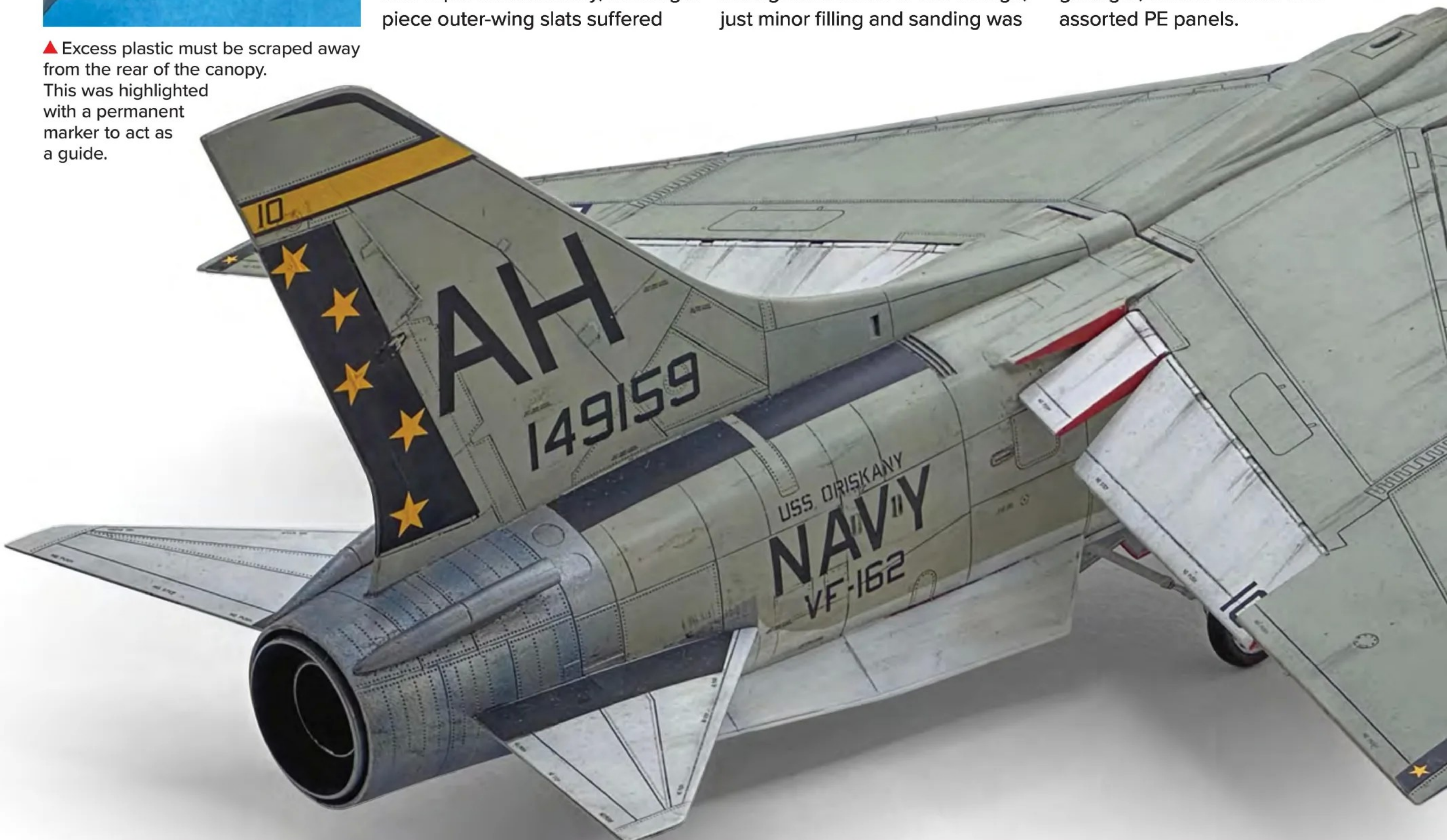
## Airframe assembly

The fuselage was set to one side to work on the wings. Provided as large upper and lower segments, with internal poly-caps to allow the incident wing to be posed up/down once finished, Hasegawa's parts came together without a hitch. Given that the variable incident wing would be posed up, it was decided to deflect the slats and flaps. Unfortunately, the single piece outer-wing slats suffered

from minor ejector pin release marks, but these were quickly filled and sanded. Minor work was needed to fix the slats into the correct downward position. After an intense dry-fitting and sanding session, they were secured to the wing with liquid cement. The flaps would be left off until the after painting to ease the process.

In a nod to the general quality of Hasegawa models of this vintage, just minor filling and sanding was

required to neaten the Crusader's seams. One of the advantages of building a Crusader is that there are no dreaded gaps between the wing and fuselage if the wing is raised. Nonetheless, a small amount of Revell Plasto model filler ([www.revell.de](http://www.revell.de)) was used in areas along the fuselage join. The remaining parts were then added, including the PE cockpit surround, gunsight, ventral strakes and assorted PE panels.







▲ The model was pre-shaded in 71.057 Black after being primed. Note, the anti-glare shield and nosecone were then masked in readiness for the main painting.

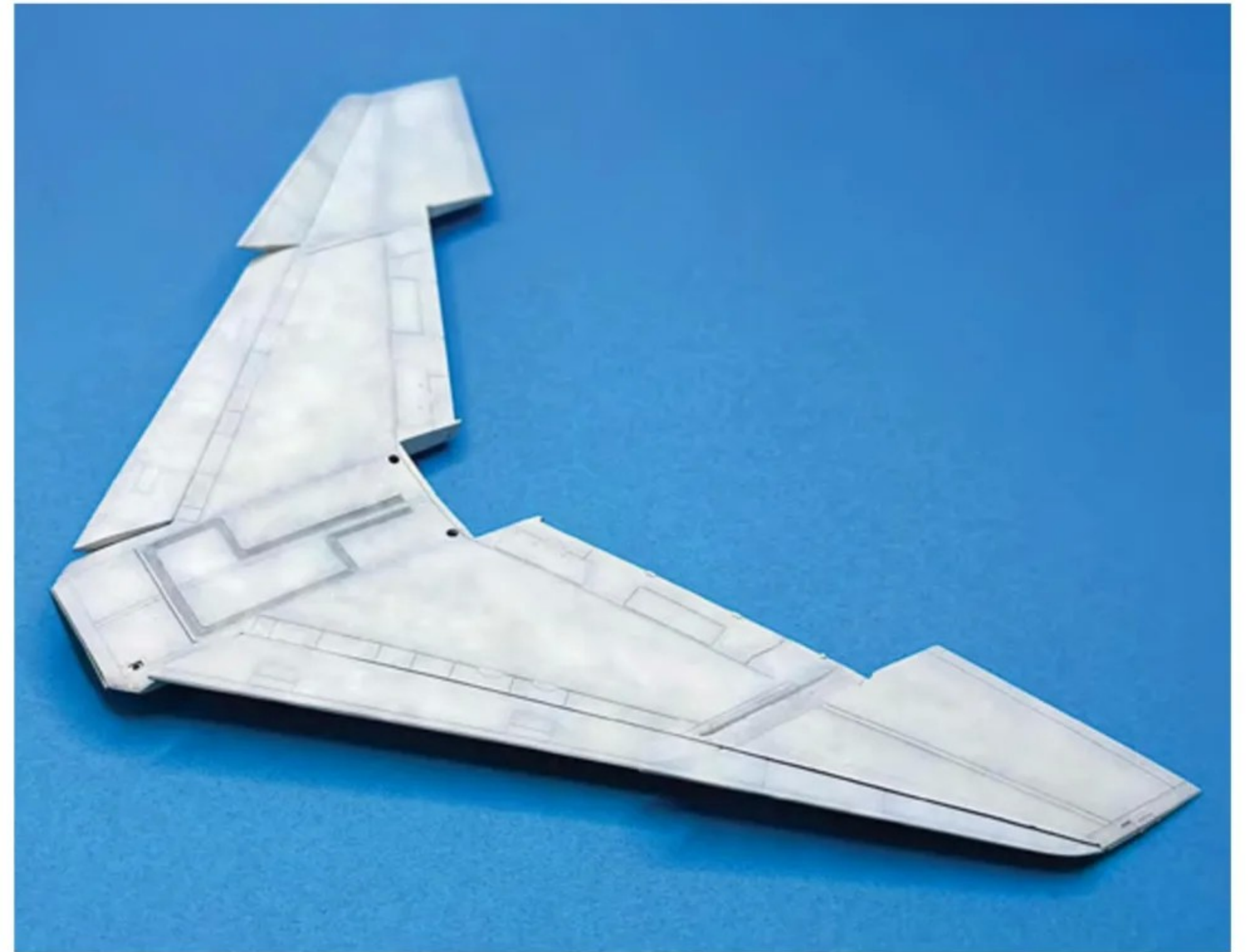
Eduard's instructions point out that a small amount of plastic surgery is needed if the canopy is to be posed open. First, the two slots in which the rear canopy sits must be widened so they can correctly accommodate

the canopy angle. Using reference photographs, a piece of card and a pencil, the correct angle was sketched onto the model before a sharp scalpel was used to make the incision and clear the excess plastic on each side. Styrene also must be sanded from the inside of the rear canopy and from the fuselage behind it to allow the glazing to fit in the two guide slots at the correct height and angle. With this, the canopies were masked and fitted to model, ready for painting.

### Fighting colours

The airframe was first treated with 73.601 Grey Primer before all panel lines were pre-shaded with 71.057 Black (the anti-glare shield and nosecone were also painted). Next, an initial coat of 71.279 Insignia White was airbrushed onto the underside and pylons, before the mixture was lightened ever so slightly in increments using 71.001 White and mottled over the surface for a varied texture. Once happy with the effect, it was left to dry before being masked.

When the upper surface colour of 71.276 USAF Light Grey (emulating FS 26440 Light Gull Gray) was applied, the paint appeared too dark, so it was lightened with



▲ An initial coat of 71.279 Insignia White was lightened gradually with 71.001 White to create a tonally varied surface.

71.001 White in a 70:30 mix and then airbrushed, being careful not to cover the pre-shading.

A different method of creating tonal variations was employed on the grey area. First, it was wetted with a damp cloth, before coarse sea salt was ground over the top, with any excess then blown off, leaving some stuck

to the model. The 71.276 USAF Light Grey: 71.001 White mix was then reapplied in a 60:40 mix and mottled in a random pattern around the patches of salt and in panel centres. This was then left to dry before the salt was washed away with water and a damp towel. The method works particularly well with naval

## CRACKING CRUSADERS

The true gem of this kit is the A4-sized Cartograf-printed decal sheet with a total of five schemes: four USN aircraft and one USMC aircraft, all from the Vietnam era. The markings are rendered beautifully, as we have come to expect from this firm, and with input from Furball Aero-Design the colour and profile of the decals appear spot on. The stencils are also printed superbly, with no blurring or grain; all items are legible through a magnifying glass.

Markings for the canopy frames are also provided, easing the masking task. With such excellent decals out of the box, there is certainly no need for extra aftermarket versions. The schemes are:

- 149190/1/DB, VMF(AW)-235 'Death Angels', Da Nang Air Base, Republic of Vietnam, 1966
- 150909/400/NM, VF-194 'Red Lightnings', USS *Ticonderoga*, 1966
- 149159/210/AH, VF-162 'The Hunters', USS *Oriskany*, September 1966
- 149150101/NP, VF-211 'Fighting Checkmates', NAS Miramar, 1967
- 150326/00/NM, VF-191 'Satan's Kittens', USS *Ticonderoga*, 1967



**"The true gem of this kit is the A4-sized Cartograf-printed decal sheet"**





▲ Salt was applied liberally to the upper surfaces over the initial coat of 71.276 USAF Light Grey (the wing is shown here) to create a textured and weathered effect. Then...



▲ ...a lightened mix of the base tone was airbrushed around the salt and onto panel centres, before the salt was removed using water and a damp cloth, resulting in a subtly varied finish.



The metallic exhaust received slight heat staining using heavily diluted 71.088 French Blue administered with a low-pressure airbrush.



After much careful measuring and checking, the template was used to cut the kit decal such that it fitted neatly around the weapons pylon.

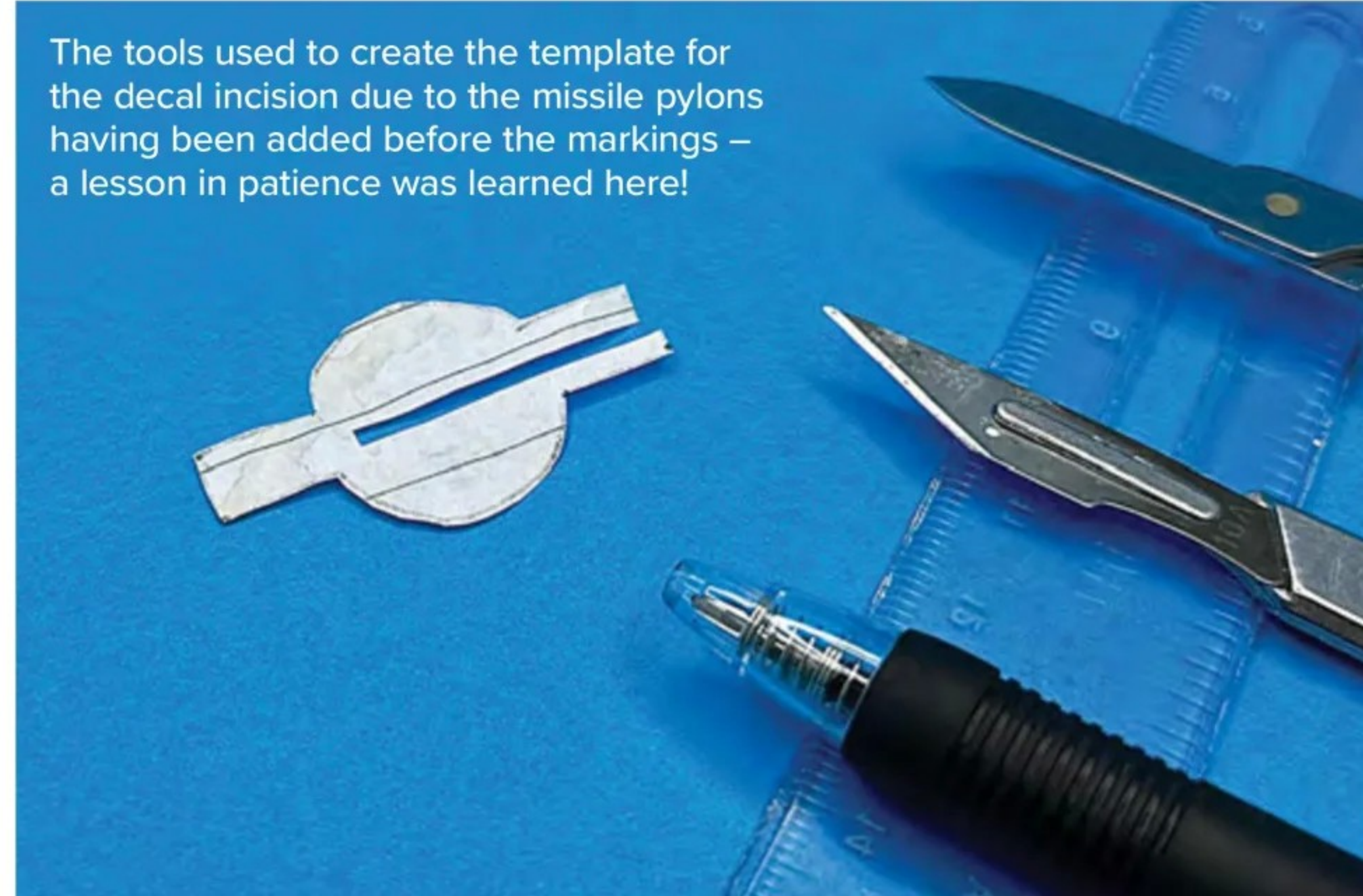
aircraft, but can also be used effectively to 'chip' models.

The metallic exhaust came last. This was masked thoroughly before being lightly coated with 71.072 Gun Grey. Heavily diluted 71.088 French Blue was then airbrushed onto the panels to simulate heat-distressed metal. Minor touch-ups were required, administered using an airbrush. The masking tape was then removed, and the model was left to dry for 24 hours before receiving two coats of ALC-310 Klear Kote Gloss in preparation for decals.

Adding the decals has the ability to turn a fairly bland scheme into something really special and this was no exception. The Cartograf decals were great to work with and conformed easily to curves and raised details. The only major issue came from my eagerness to put the pylons on before the decals, just where the two fuselage insignia were meant to sit. A template was made so the decal could slide over the pylon – first, the 'stars and bars' were traced and the outlines cut. A rough incision was then made in the paper template based on reference images and test-fitted over the pylons. After trial and error, a perfect fit was achieved and the template was overlayed onto the decal, which was then carefully cut to size and applied to the model. Once all the decals and stencils had been added, the aircraft received another coat of gloss varnish, ready for weathering.

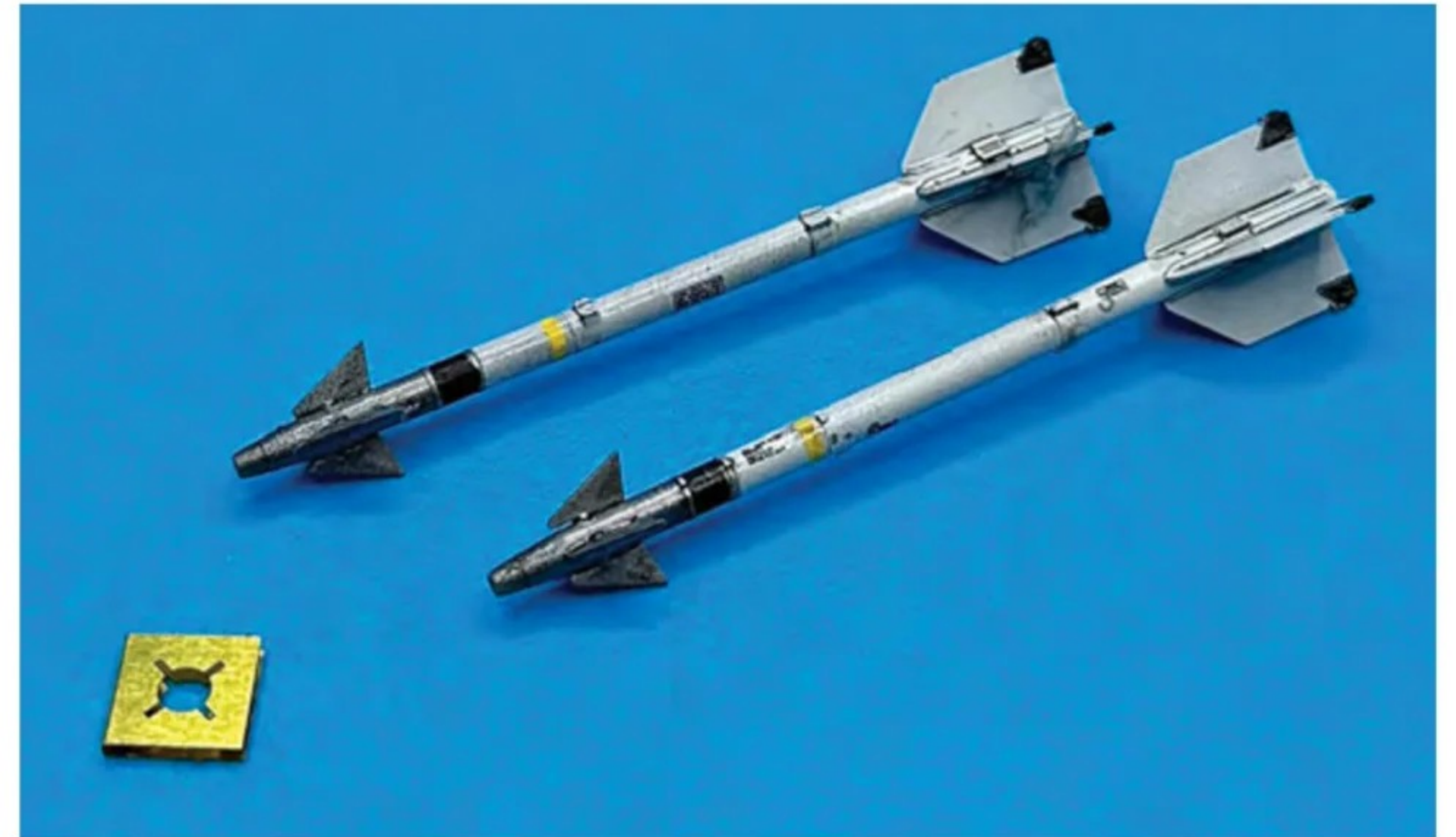
## Ocean wear

Replicating the effects of salt-spray and carrier-borne use can be difficult, with most of these being achieved in the painting phase as described. Panel lines were highlighted using Flory Models FMW002 Dark Dirt (<https://www.florymodels.org/>) wash, which was brushed generously



The tools used to create the template for the decal incision due to the missile pylons having been added before the markings – a lesson in patience was learned here!





▲ Although fiddly to assemble, the Eduard Sidewinders were a great addition and included accurate stencils plus seeker head covers. Note the PE jig used to align the front fins.

While earlier comments about an underwhelming box were certainly true at that stage, once built, the additions make complete sense, although arguably it would have been improved by including some AIM-9 Sidewinders for the missile rails. Nonetheless, anyone wishing to build a 1/48 Crusader should really look no further – that is, if you can get your hands on one of these increasingly hard-to-find boxings.

AMW

along all panels before being wiped away with a damp cloth. This was then re-applied in dots across the airframe and allowed to dry, before being wiped away with a dry cloth. This allowed some of the clay and pigment to stick to surface and create a more weathered and 'streaky' appearance. A similar technique was used with diluted pastel dust of various brown and black shades to simulate oil leaks from the engine, hydraulic leaks from the flaps and other residue around inspection panels. With the Crusader looking suitably dirty, it received a single coat of matt varnish to seal the weathering.

Once the varnish had dried, the gear doors, wheels and a set of aftermarket Eduard AIM-9D Sidewinder missiles (648156) were added to accompany the single LAU-33 chosen to show the Crusader's multi-role abilities. The Sidewinders were fiddly to

assemble, but Eduard provided a neat PE jig to aid gluing the fins. The missiles were painted 71.001 White alongside the airframe, with the front fins receiving 71.072 Gun Grey. Eduard also provided seeker covers, which were airbrushed with 71.001 White, followed by 71.002 Medium Yellow. 'Remove Before Flight' tags were fashioned from strips of Tamiya tape painted 71.269 Red and added to the covers with thread. Port and starboard navigation lights were painted, before the ejection seat, pitot tube, antenna, canopy mirrors and canopy were finally added to complete the model.

### A worthy crusade?

Eduard's 1/48 F-8 Crusader is a true 'shake-and-make' kit. Even with little experience in the aftermarket department, the clear instructions mean that a novice can produce top-notch results given time and patience.



Brown and black pastel dust applied with a damp brush were used to streak the underside to represent oil and hydraulic fluid leaks.



# Blaze Brothers

Part  
1



In this first of two articles on US Army Vietnam War-era flamethrowers, **John Paulding** builds Dragon's 1/35 M132 and adds detail to the basic kit

**T**he M132 was the official title of the US Army's flamethrower version of the M113 armoured personal carrier, although it was better known by troops in Vietnam

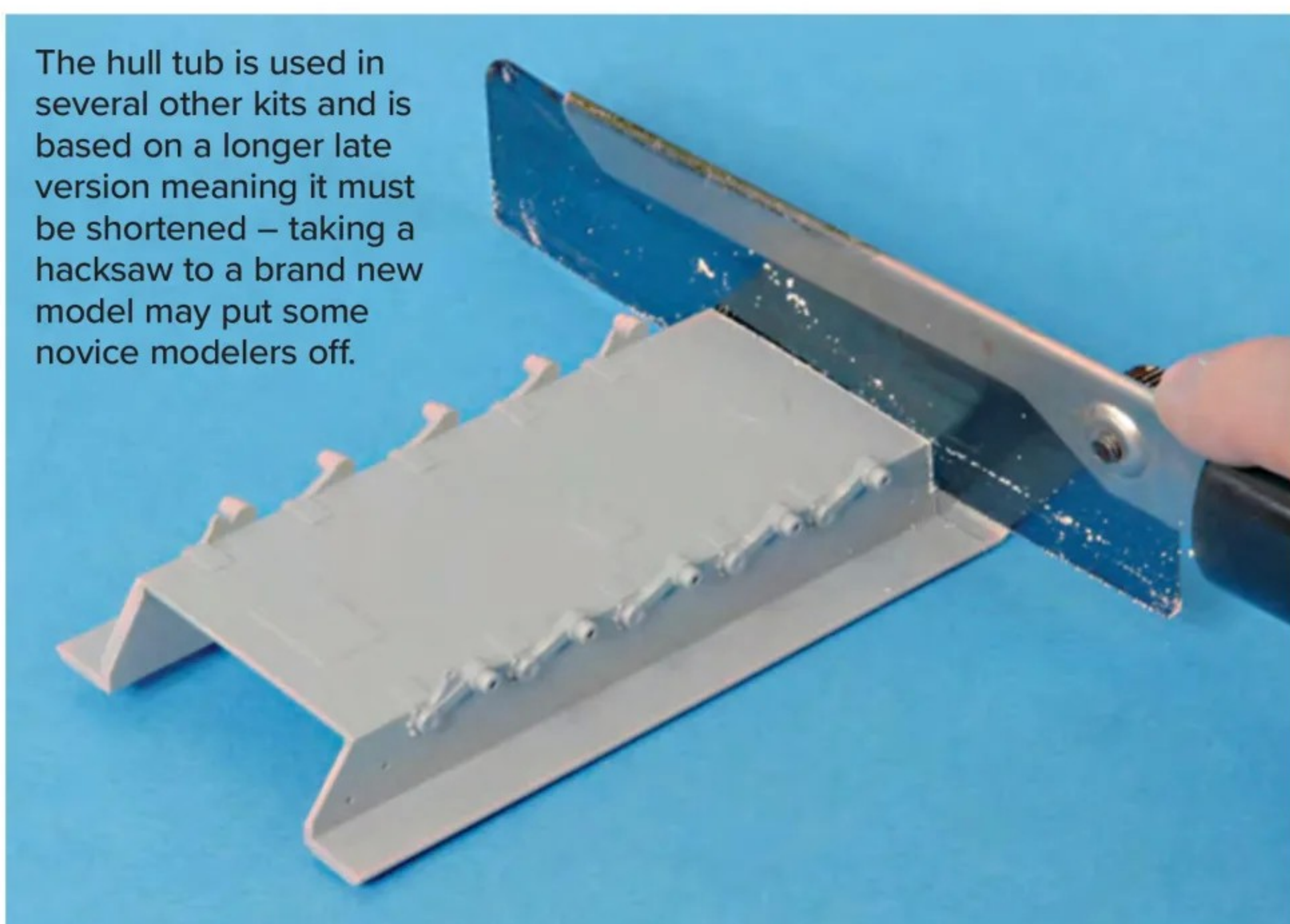
as the 'Zippo' after the popular American cigarette lighter.

If you want to build a 1/35 scale model of the M132 there are limited options. Academy's M113 contains a flamethrower turret, but

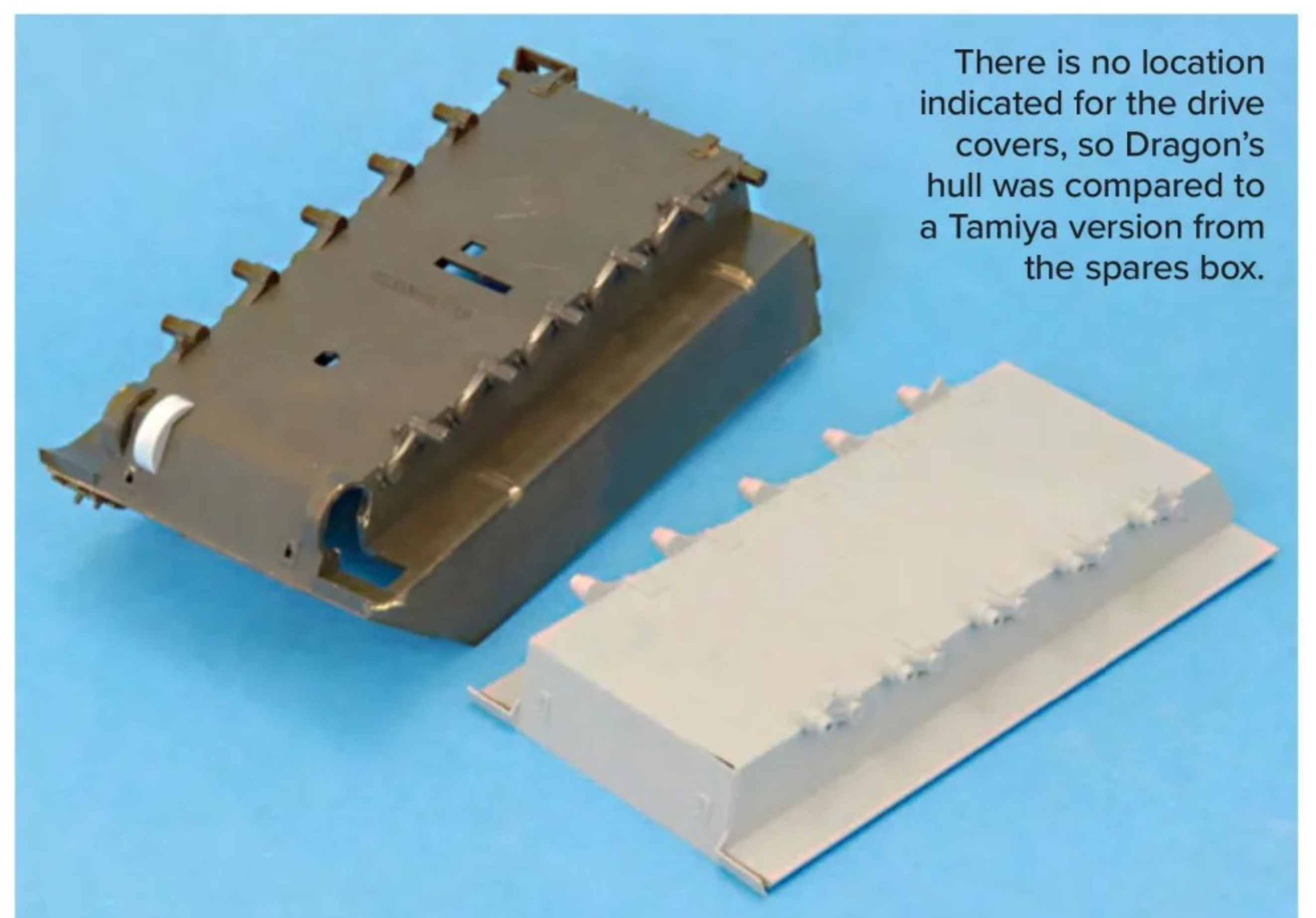
lacks interior detail. Similarly the old (but still good) Tamiya M113 ([www.hobbyco.net](http://www.hobbyco.net)) can be fitted with an aftermarket flamethrower turret from Verlinden (although this is increasingly hard to obtain).

However, if you want your M132 to have a full and accurate interior there is arguably just the one option: Dragon's M132, although this isn't without its own issues. Chief among these is the need

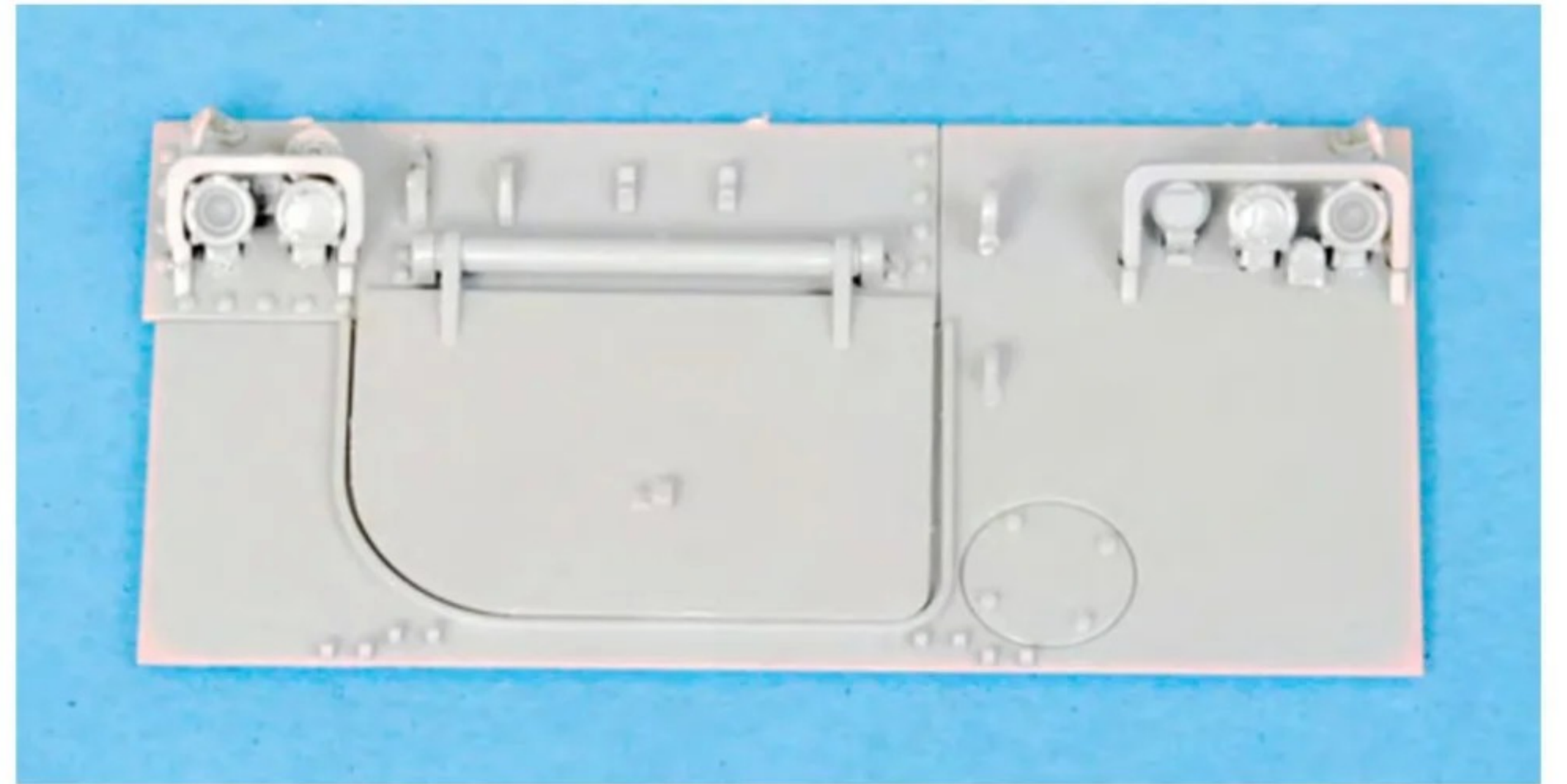
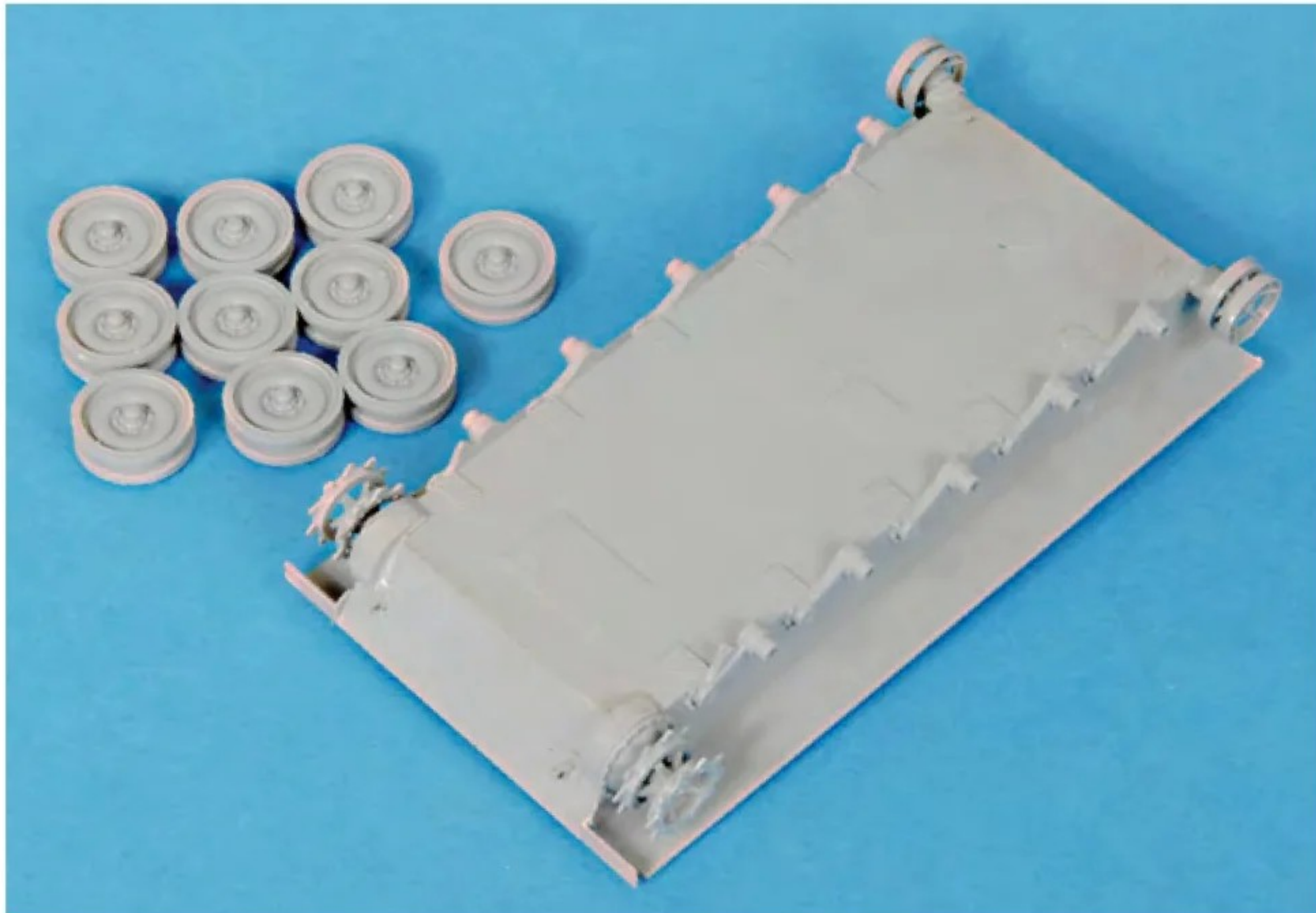
The hull tub is used in several other kits and is based on a longer late version meaning it must be shortened – taking a hacksaw to a brand new model may put some novice modelers off.



There is no location indicated for the drive covers, so Dragon's hull was compared to a Tamiya version from the spares box.







▲ The headlights (outer items on each side) were drilled for later detailing, but the infra-red lamps were untouched as they will simply be painted.

◀ The fit was quite poor, so styrene wedges and putty were required. Once satisfied, the running gear was assembled, but just the drive sprockets and idlers were fitted to allow for painting of the road wheels separately.

## MODEL SPEC

**M132 Armored Flamethrower**

**By:** Dragon

**Stock Code:** 3621

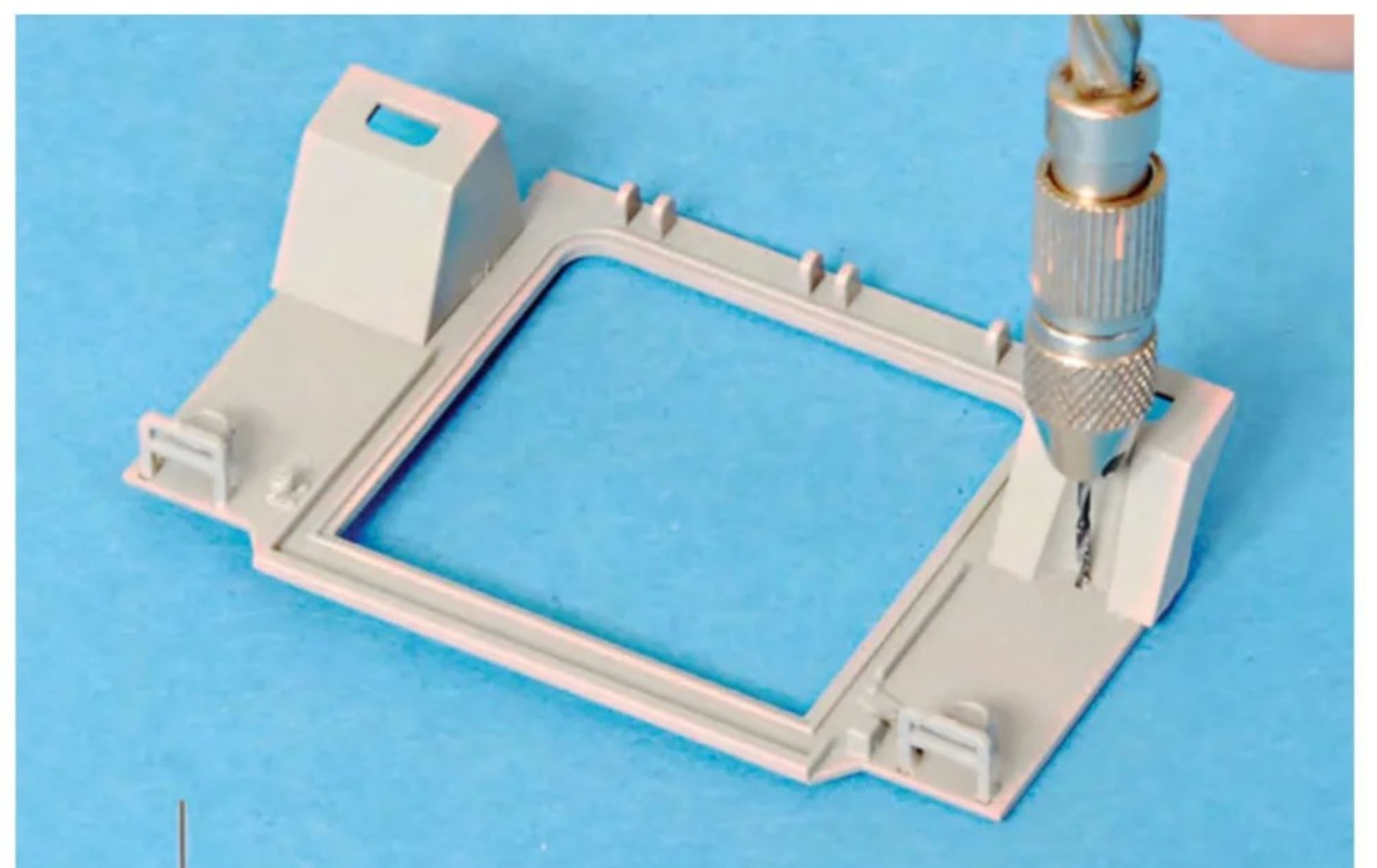
**Scale:** 1/35

**Price:** £59.99

**Available from:** Dragon stockists

▼ Locating holes for the mudguards need drilling in the rear hull plate, after which these items and the rear lights were attached.

► Note, Dragon omits the drain hole from the rear hull plate. This is located in the centre of the moulded channel in the mudguard and was opened using a drill.



to remove the end part of the hull at the very beginning of the build, and having to take a saw to a brand new model for the 'out-of-the-box' version may dissuade novice builders. Other problems include the vague instructions, plus the need for further trimming and drilling later in the build. The aim of this project is to show how best to improve the kit's accuracy and ready it for a diorama scene with the associated XM45E1 Flame Thrower Service Unit Vehicle, which will be covered in next month's issue of AMW.

## Spare M113 anyone?

Credit where it's due, Dragon's kit is well moulded with excellent detail, but much is omitted and that's where the spares box came in, as parts from a Tamiya or Academy M113 are needed for an accurate M132 – the

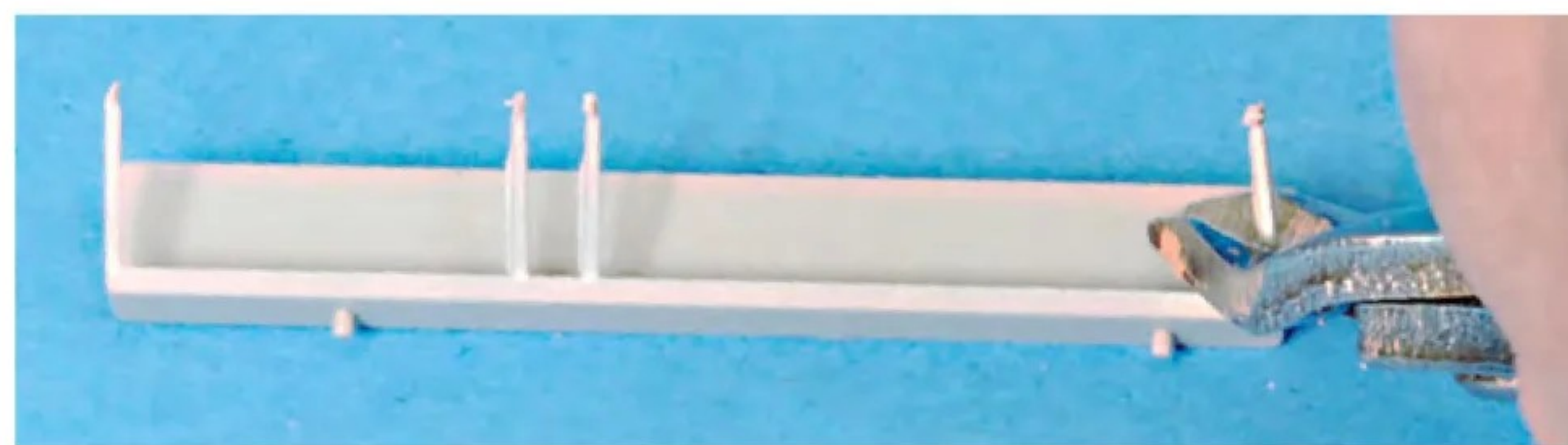
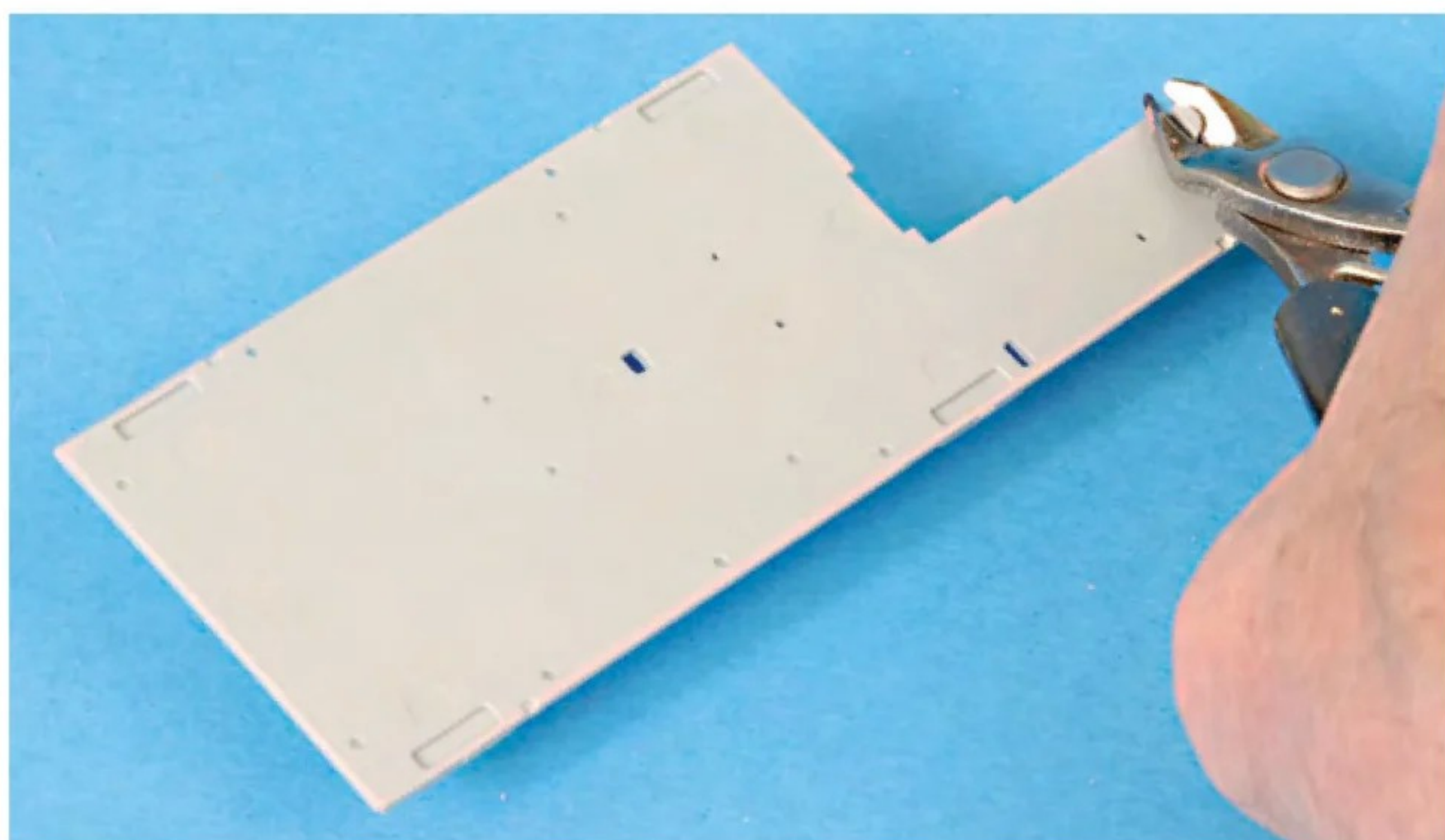
former being favoured on this build. There are nine styrene runners in total, including a frame dedicated to the flamethrower system, otherwise its contents mirror other Dragon M113 kits. Tracks are provided as 'Neo' link-

and-length units plus backpacks and additional stowage in the firm's 'DS' vinyl-type styrene for realistic texture.

The type was amphibious and usually fitted with a front-mounted trim vane but this item is missing in Dragon's kit. If you wish, you can obtain one from Tamiya's M113. (In Dragon's defence, ►





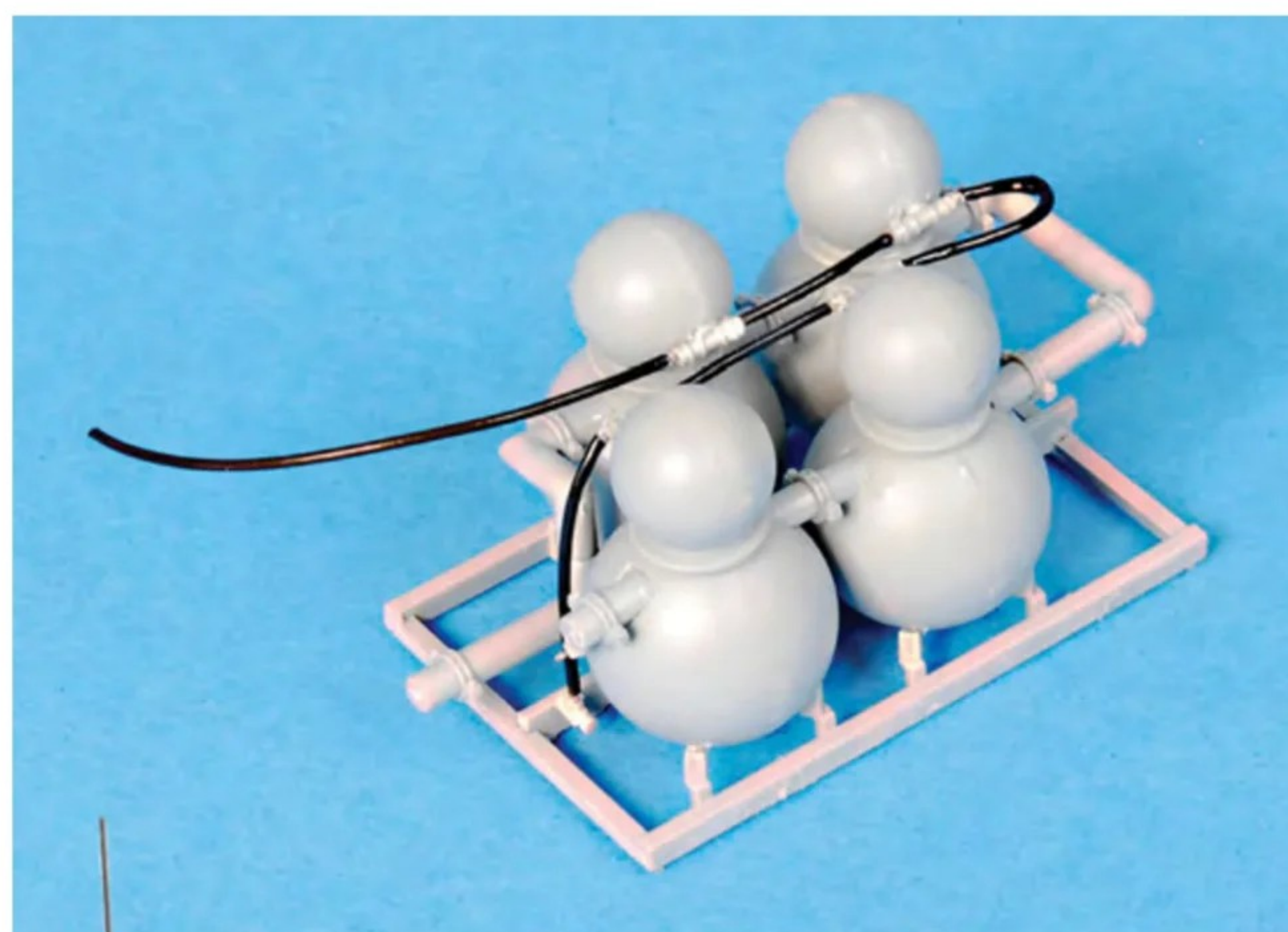
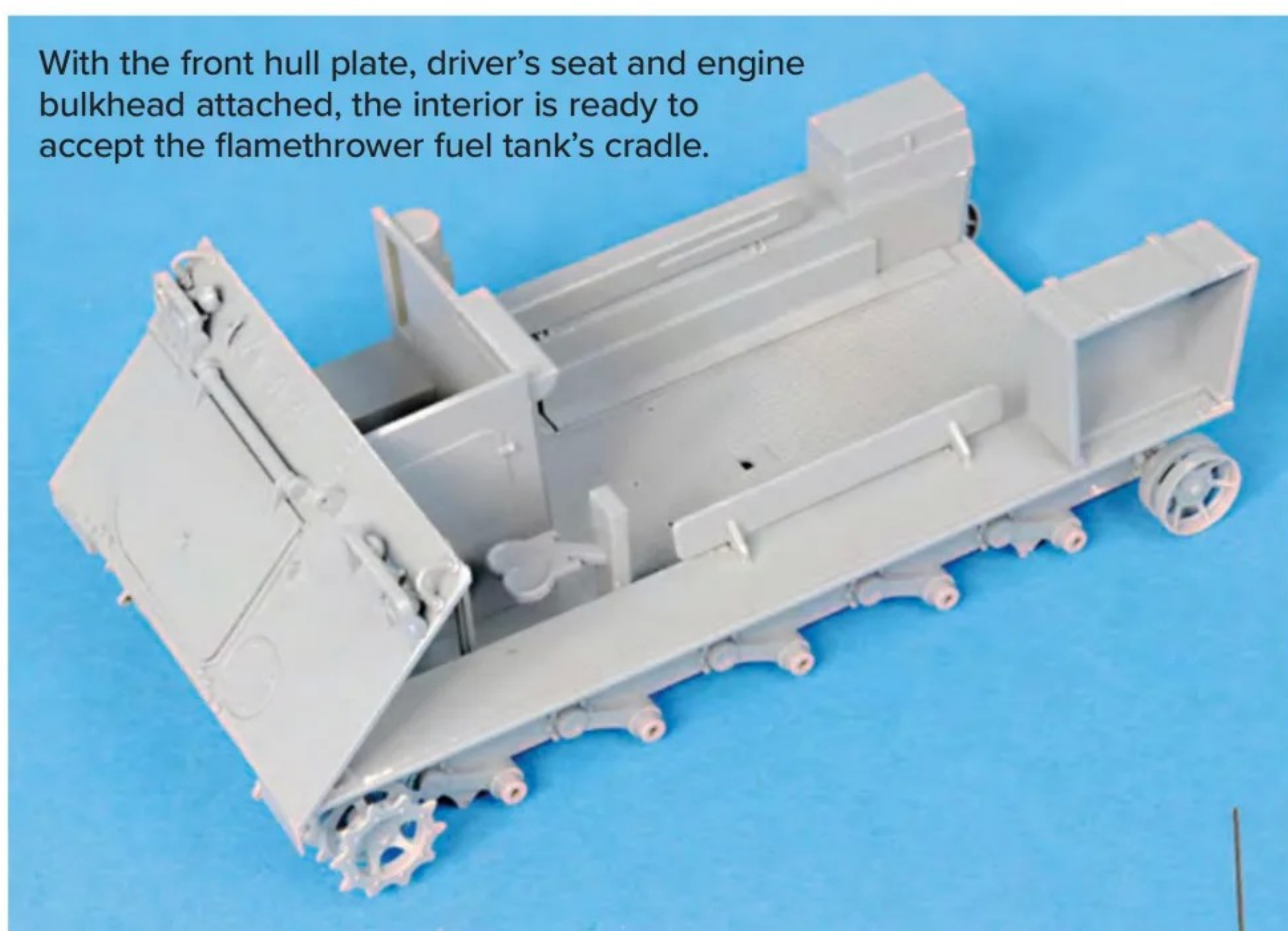


▲ The legs were removed from the passenger seat bases – as per Dragon's instructions – and the stubs filed smooth.

◀ Additional holes were drilled in the floor panel to accept the locating pins on the flamethrower fuel tank cradle; several ejector pins were removed at this time to ensure a snug fit.

▼ The cradle was assembled and fuel pipes installed as per the instructions, including lengths of vinyl tube for the flexible piping – the long item at the left will eventually go into the turret.

With the front hull plate, driver's seat and engine bulkhead attached, the interior is ready to accept the flamethrower fuel tank's cradle.



the vehicle currently on display in Ho Chi Min City also lacks this particular component.)

The jerrycans included in the kit are the modern plastic type, not really suitable for a Vietnam War machine, so these were replaced with aftermarket items. Common with other M113 products, Dragon provides the headlights

as solid items, so these were drilled in readiness for clear lights after the main painting stage.

Further drilling is needed to open locating holes on the rear panel and interior floor, but test-fits are strongly recommended:

several holes aren't actually required and one (in the centre of the channel on the left-hand mudguard) is missed. This was probably an overflow or breather hole for the fuel tank. While the drill was handy, extra detail was given to the fire extinguisher by opening the nozzle.

Additional changes include removing the legs from the interior seats, plus cutting the overly large ejector pins on the rear panel and several interior parts. There are also ejector pin release marks on the interior walls, which were remedied by punching appropriately sized discs from sheet plastic to fill the recesses and sanding them flush once the glue had dried.

Thankfully, the flamethrower fuel tank assembly is included and this is where the Dragon M132 really comes into its own as this is the only one available on the market (although you could scratch-build one if desired). It's a good representation of the spherical tanks and comes with the full hard and flexible fuel line





assembly. The flamethrower turret doesn't have any interior detail, though, and research didn't find any photographic evidence, so the turret supply hoses aren't attached; this could be hidden by closing the commander's hatch or (as here) using a figure to block the view.

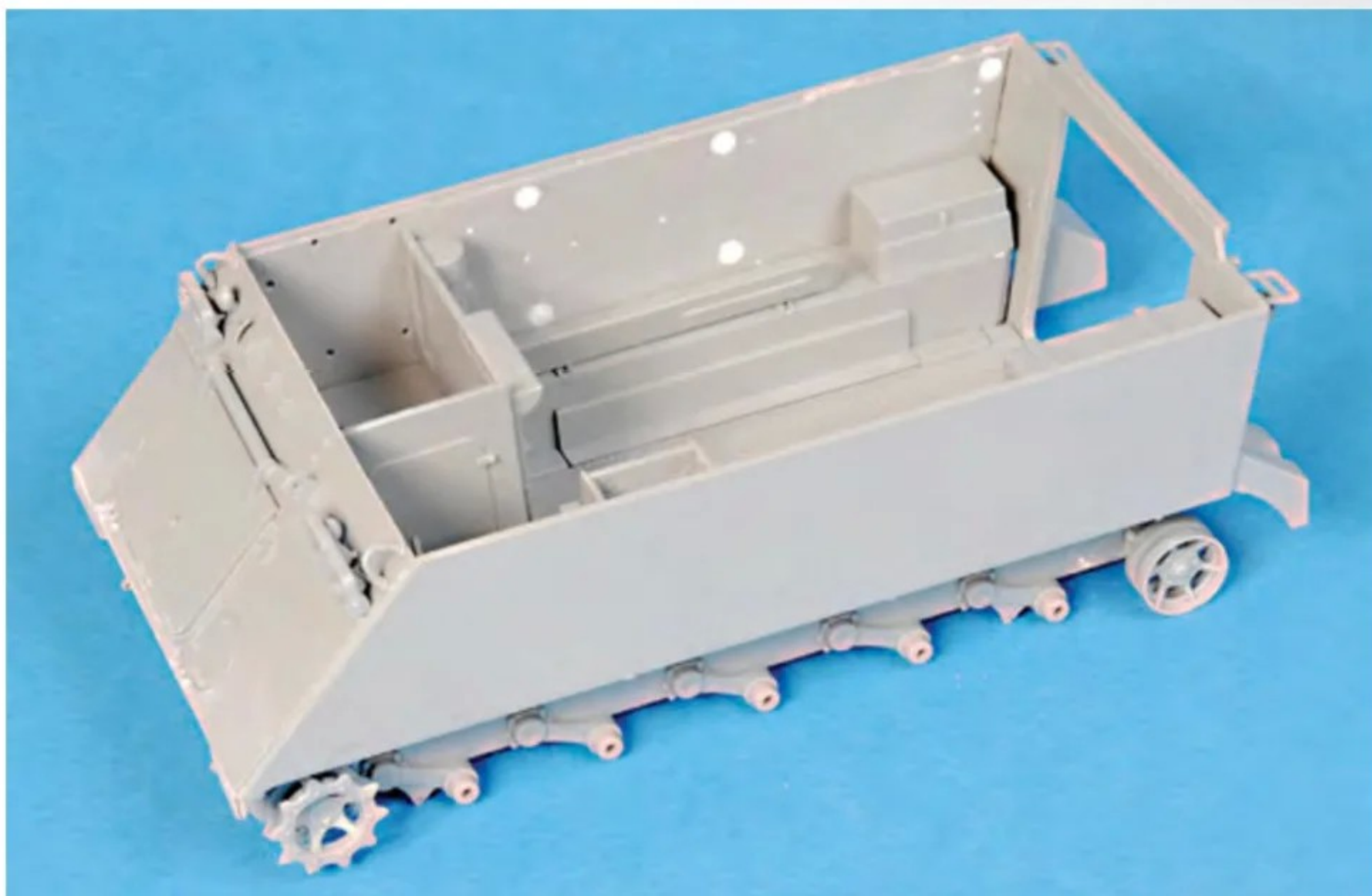
### Getting started

As mentioned previously, assembly starts with the main hull and once this is shortened, the suspension and hull panels can be added. This was mostly straightforward, but Dragon's instructions are vague regarding the placement of the drive covers, so a Tamiya hull was used for comparison. All those drilled holes then proved their worth, with lights, guardrails and ancillaries attached as per the guides.

The various sub-assemblies



**“Dragon provides link-and-length tracks with separate tread blocks”**

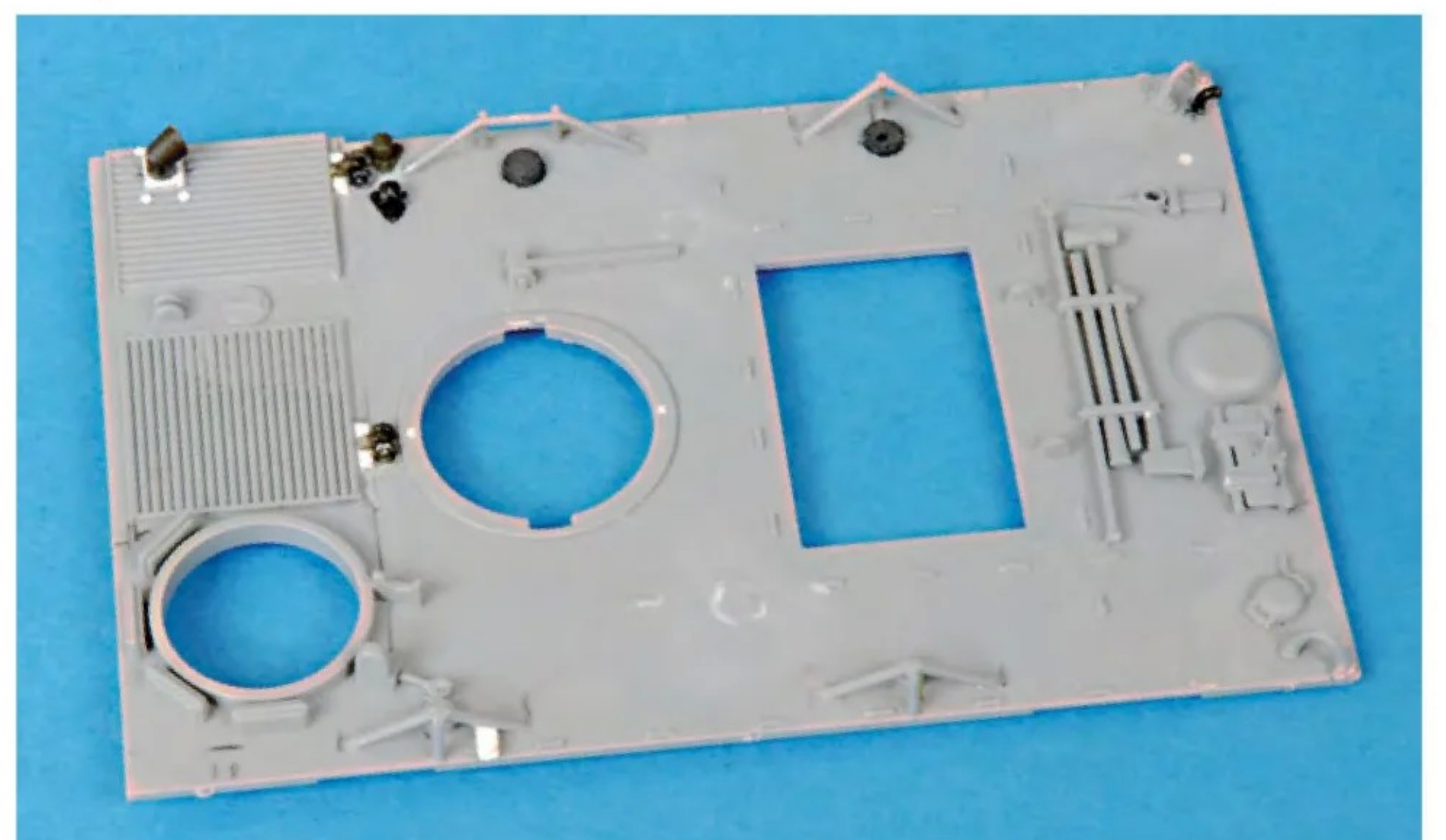
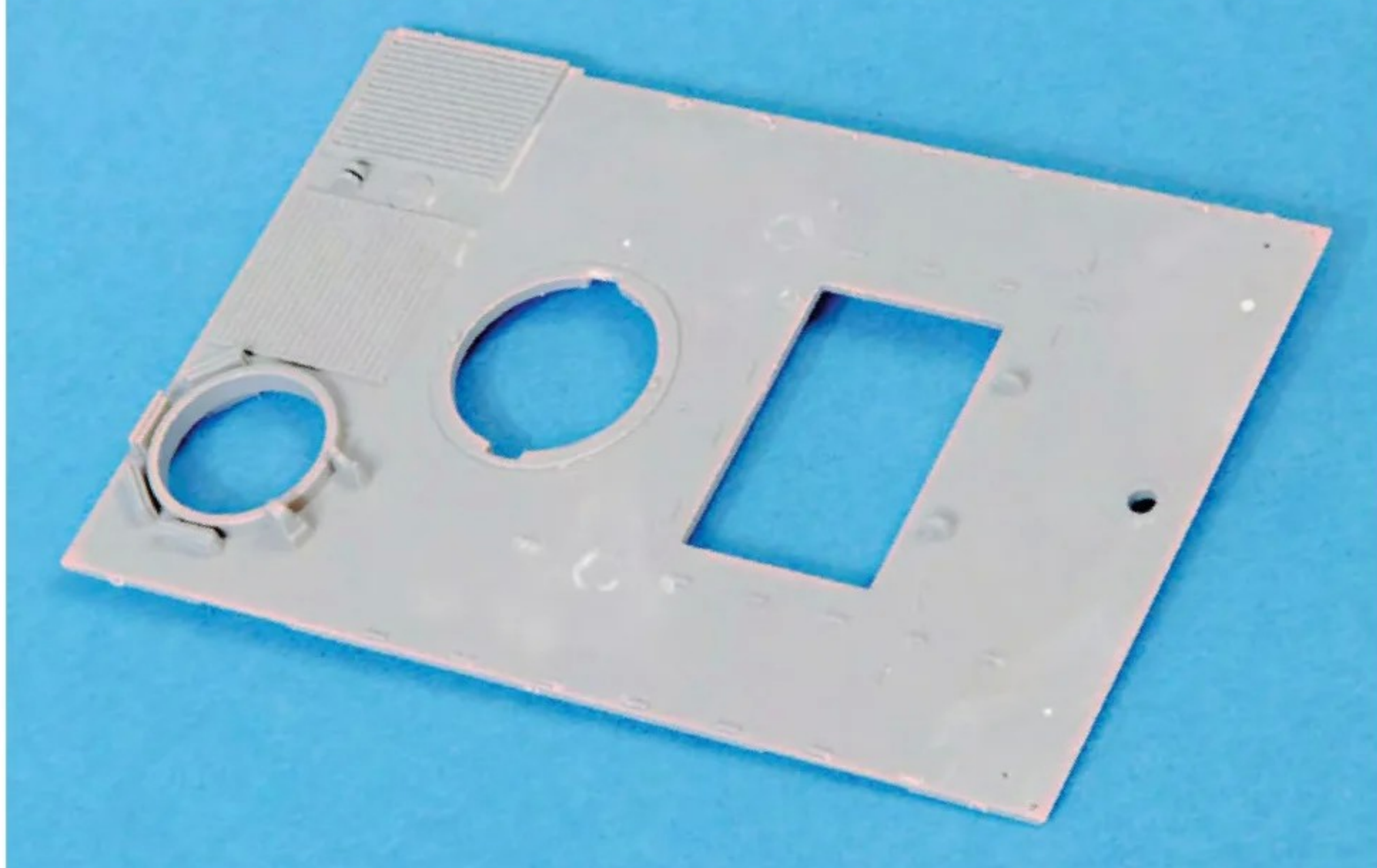


▲ By comparison, assembly of the turret was straightforward, although work was needed to tidy the seams; the hatch is shown temporarily closed.

◀ The interior walls had noticeable ejector pin marks that were filled with discs punched from plastic card of a suitable thickness and sanded flush.

▼ However, many items were omitted, notably the distinctive exhaust – which was sourced from the spares box – and maintenance panel lines (scribed using Tamiya and Academy M113 parts as a guide). Other roof parts came from a spare Tamiya roof 'donor'.

Dragon's instructions call for the removal of moulded detail from the roof to make way for parts exclusive to the M132.

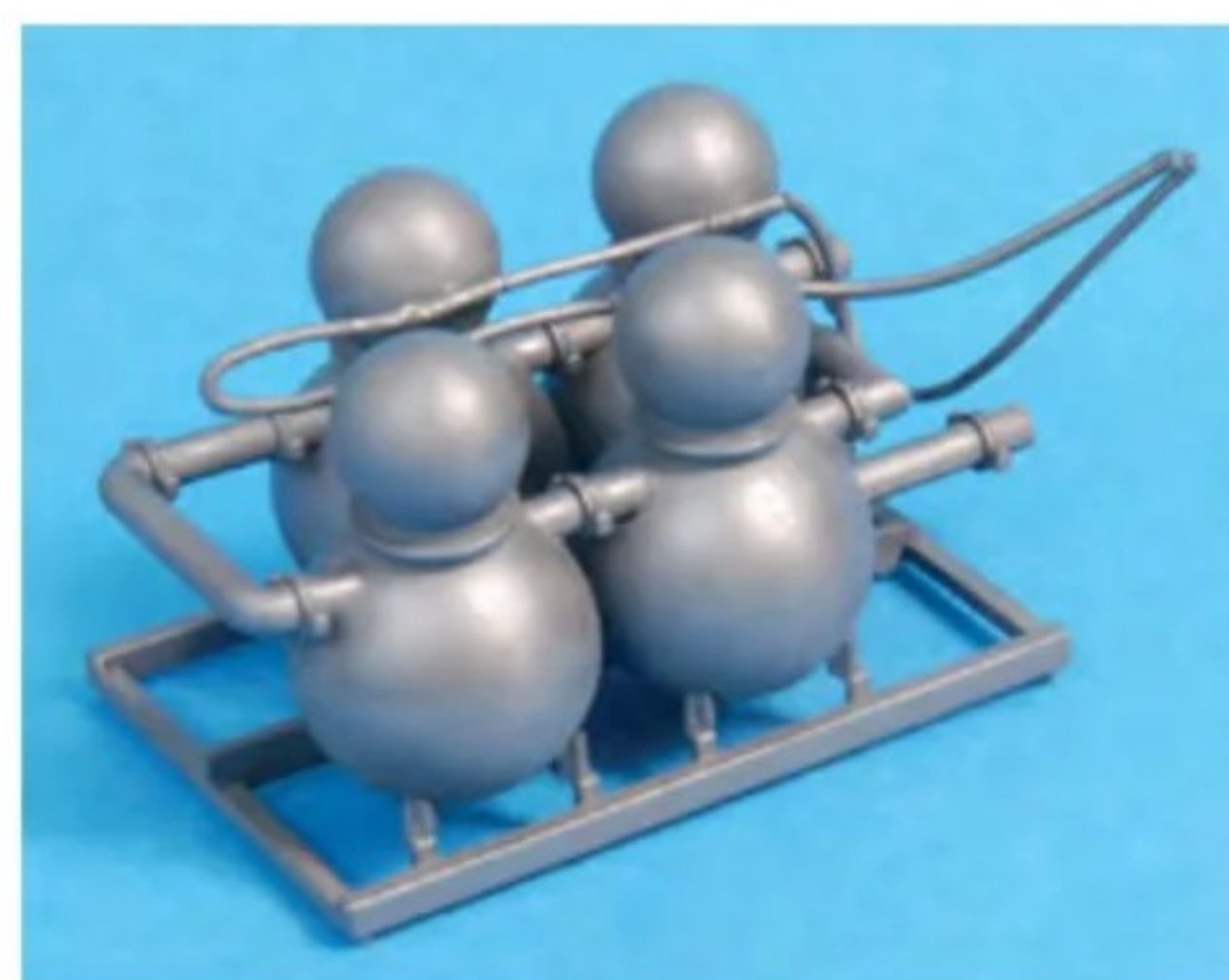




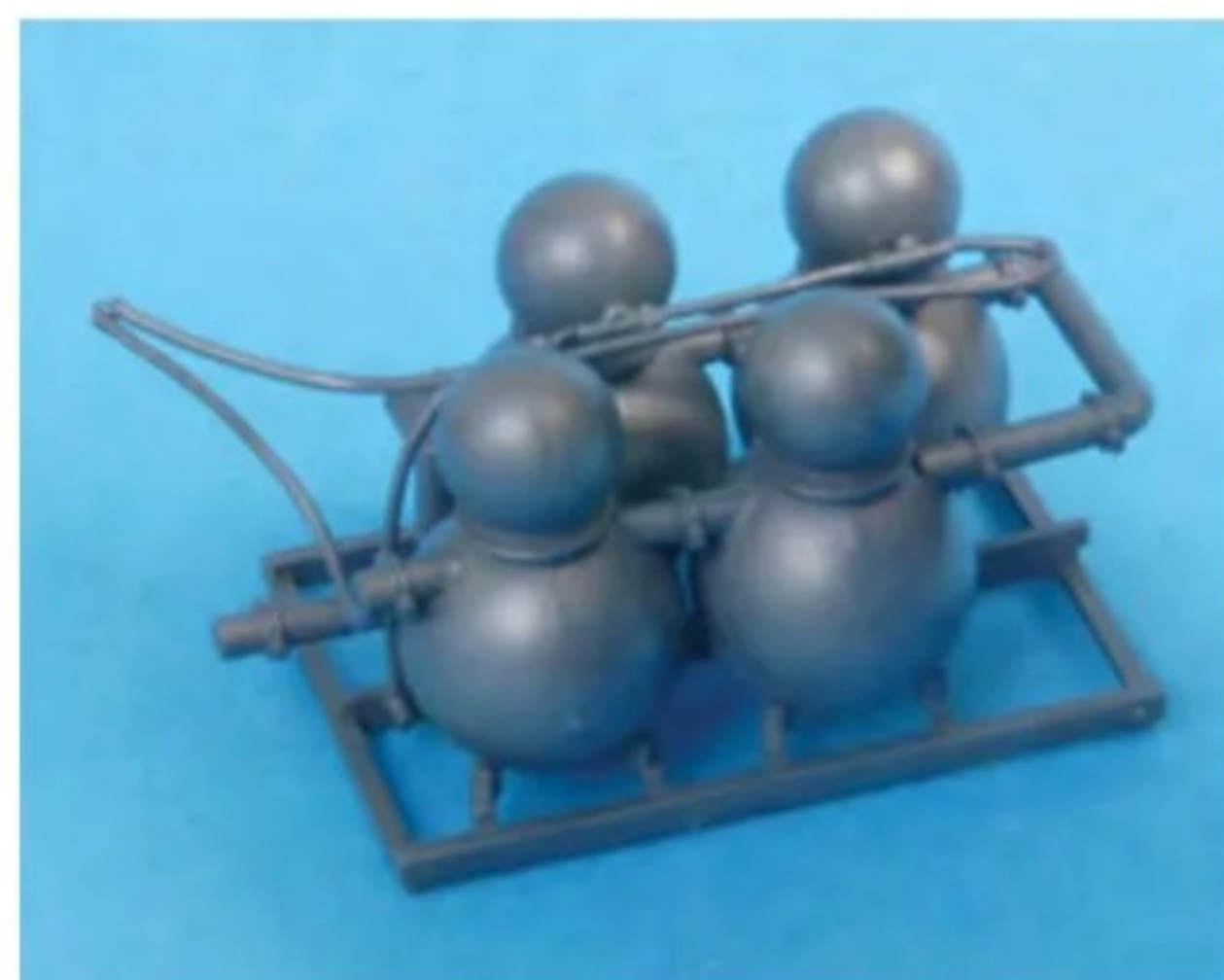


With minimal information on the inside of the turret hatch, it was decided to fashion a tarpaulin from tissue softened with white glue – this hid the detail but still showed outlines.

▼ Photographic information showed the fuel tanks to be particularly vulnerable to wear, so these were coated heavily with 27003 Polished Steel.



▼ All the Metal Cote-painted areas then received a coating of hairspray, which will enable the final paint layer to be rubbed with a stiff-bristled brush to expose the metallic undercoat.



Areas of high wear were then painted with Humbrol 27002 Polished Aluminium, in readiness for subsequent weathering effects.



were attached to the lower hull, including engine compartment bulkhead, driver's seat, interior stowage boxes and the vehicle's front panel. Once satisfied with the joins, the hull side panels were added, while the turret was assembled without any changes. Next came the flame thrower

fuel tanks, with the connectors linked via lengths of vinyl tube (supplied in the kit), making for a convincing replica.

At this point, the interior was treated with Hi-Cote Plastic Bumper Grey Primer and pre-shaded with dark grey, the interior was given an undercoat of Humbrol Aluminium Metal-Cote 27002 ([www.humbrol.com](http://www.humbrol.com)), and the fuel tanks were painted in

Polished Steel Metal-Cote 27003. All the Metal-Cote areas were then sprayed with two coats of hairspray before finishing with a top coat of 90 Beige Green. This was applied in light layers to ensure the pre-shading was not obscured. Any areas of high wear were then rubbed with a broad water-dampened paintbrush to remove the top coat and reveal the metallic finish beneath. Weathering powder was used to show rusting on the steel fuel tanks plus dust and dirt in the corners of the interior. There were no interior markings on the Dragon decal sheet, so new decals were drafted in Photoshop using Tamiya's decals as a guide and printed on both white and clear decal paper, depending on the background needed.

## Topping it off

The upper hull is where the lack of detail in Dragon's kit is most noticeable – on the actual vehicle there are removable maintenance panels over the engine compartment but these are not shown. Before work could commence, though, several fittings – as identified in the instructions – must be removed, with a sharp scalpel and sanding sticks employed for this task.



**“The upper hull is where the lack of detail in Dragon’s kit is most noticeable”**



Once again, Tamiya’s M113 served as a ‘master’, both to scribe the maintenance panel lines and provide many missing items, which were carefully removed with a new scalpel blade and transposed onto the Dragon roof. An engine emergency shut-off switch (located under the forward left-hand three-point bracket) was crafted from plastic card.

The plan was to incorporate figures into the final diorama but – with no details of the interior – an open turret presented problems. While a figure was posed to fill

most of the opening, hiding the lack of detail within, the folded-down hatch would have its interior in full view. The insides of the vision blocks would obviously be noticeable. A mould of the turret hatch vision visors was made using RTV Silicone and two vision blocks were cast in resin. They were bent from concave to convex while the resin was still soft and fixed to the hatch with superglue. There would probably have been turret hatch handles, but with minimal information, the detail is incomplete, so a piece of tissue

softened with white glue was used to make a tarpaulin that would still show the visor outlines. Tissue and white glue was also used to create a fabric gun mantle.

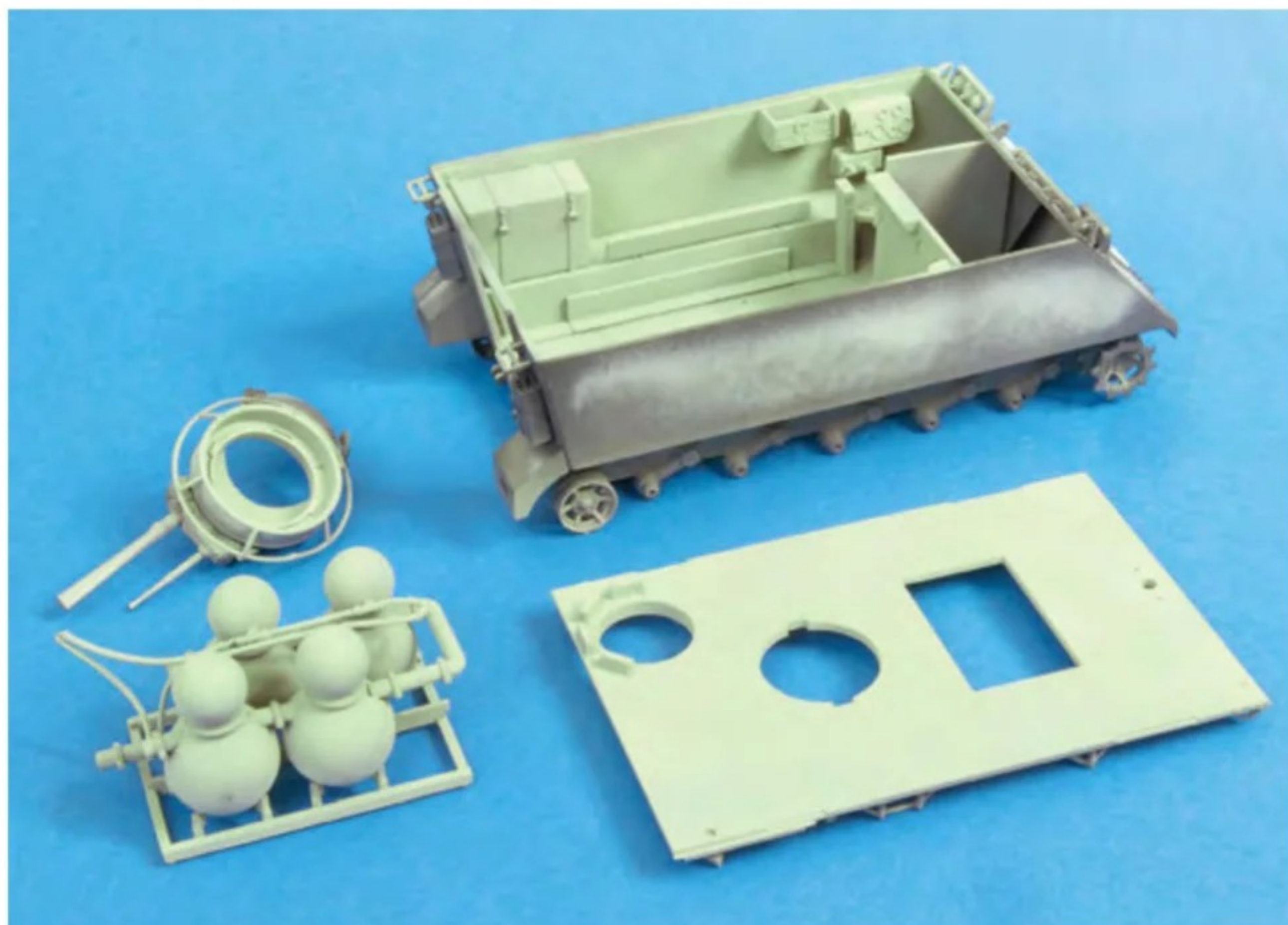
### Shades of the Orient

The exterior was pre-shaded in the same dark grey as the interior, concentrating around panel lines and edges. The tyres were painted with XF-85 Rubber Flat Black, while the wheels were sprayed through a draftsman’s circle template, which makes for a simple and effective mask.

Tamiya’s XF-74 Olive Drab (JGSDF) Flat was used for the wheels, as it’s a reasonable representation of the shade used by the US Army during the Vietnam War.

The same XF-74 Olive Drab (JGSDF) Flat was used on the hull exterior, with tonal variations created on the upper surfaces plus centres of large panels using progressively lighter shades of XF-74 mixed with XF-15 Flat Flesh. This tone is preferable to using white as the latter would give a ‘chalky’ finish.

Deep shadow areas were



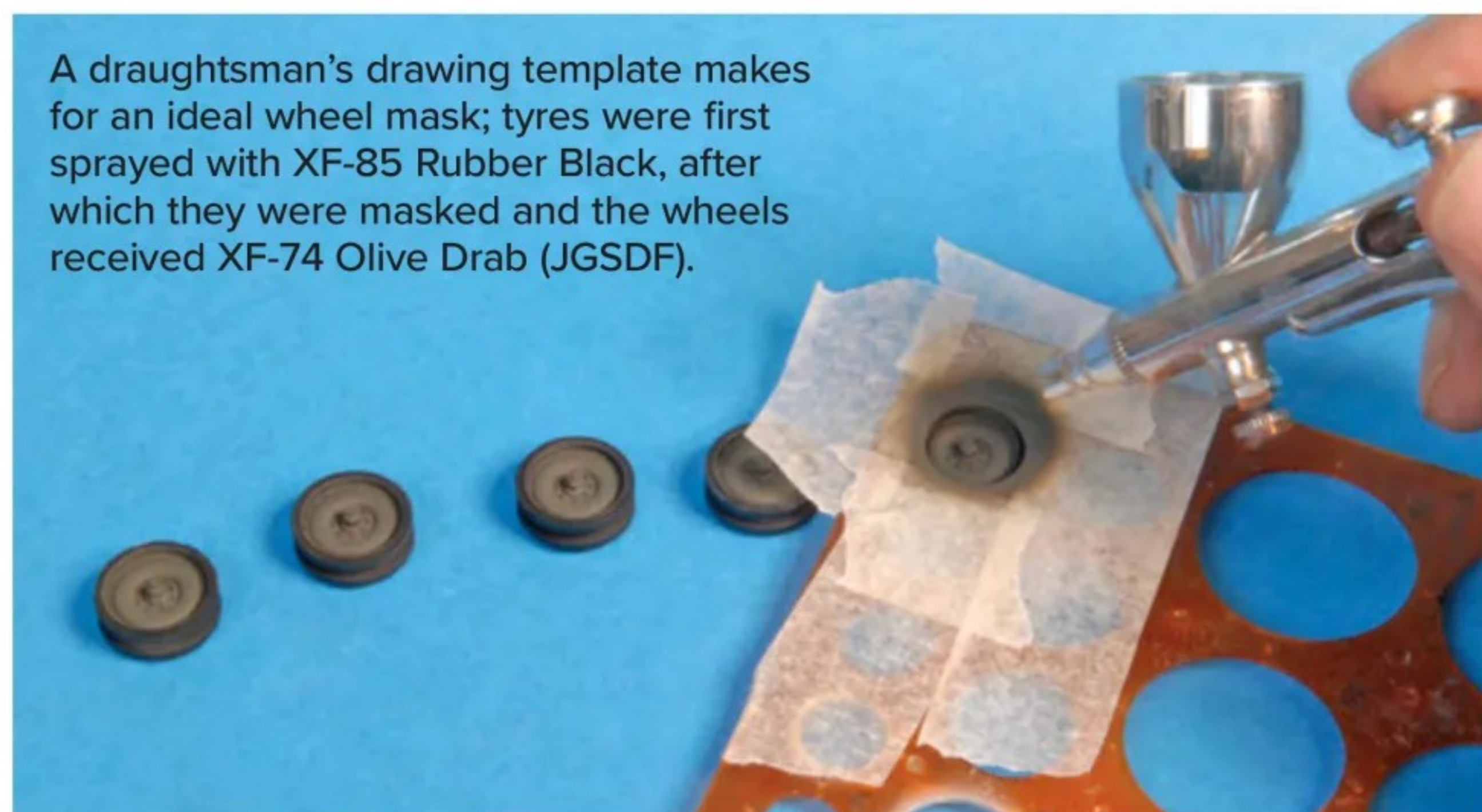
▲ The interior was painted with successive light coats of 90 Beige Green, with care taken to ensure the pre-shading was still visible.



▲ A water-dampened brush was rubbed over the interior to reveal the metallic finish. ‘Steel’ elements were detailed with 113 Rust Matt and various pigments.



A draughtsman's drawing template makes for an ideal wheel mask; tyres were first sprayed with XF-85 Rubber Black, after which they were masked and the wheels received XF-74 Olive Drab (JGSDF).



darkened slightly using XF-74 blended with XF-85 Rubber Flat Black. The canvas was painted with AK Interactive Canvas Tone AK-3076 from its AK-11634 US Army Soldier Uniform Colors set ([www.akinteractive.com](http://www.akinteractive.com)). Next, the previously hollowed headlights were treated with Molotow's 703.103 Liquid Chrome ([www.molotow.com](http://www.molotow.com)); once this had dried thoroughly the lamp cowls were filled with UV-sensitive clear windscreen repair gel and

left in the sunlight to cure. The remaining external details were then painted and the top hatch and rear ramp were fixed in place. According to reference photos, the rear ramp was often supported in a horizontal position with a .50cal ammo box, so this was replicated using an item from the spares box.

## Making tracks

Dragon provides link-and-length tracks with separate tread blocks but unfortunately, these proved to be less than successful. All items were painted while still on

the runner, which eased handling. Initial hints at these being a problem occurred when it came to a test-fit: the links didn't make up the correct length of track run to fit around the wheels, possibly due to the idler's axle position being vague in the instructions. Next, the separate blocks, which are moulded in a flexible vinyl-type material, didn't respond well to the liquid cement used and kept falling out.

After multiple attempts to solve these problems, the kit parts were set aside and a set of link-and-length tracks from Italeri's 1/35 M113 (also in the spares box) were used instead. The links were painted with 170 Brown Bess (no longer in production) and finished with AK-083 Track Wash and 'rust' powder from the same firm's AK-087 Engines and Metal Weathering Set.

More chipping was applied using two Humbrol Metal-Cote shades, 27001 Aluminium and 27003 Polished Steel, as appropriate, and then the exterior areas where

the decals were to be applied received a coat of 35 Gloss Varnish. This varnish seems to build to a high gloss easier than most acrylic products and is favoured by this modeller as a result. Dragon's decals were then applied – the second option being selected (Dragon lists all as being 'unidentified unit'), after which the whole vehicle was coated in Alclad's ALC-314 (Klear Kote Flat [www.alclad2.com](http://www.alclad2.com)) and the model set aside to dry.

## Set to base

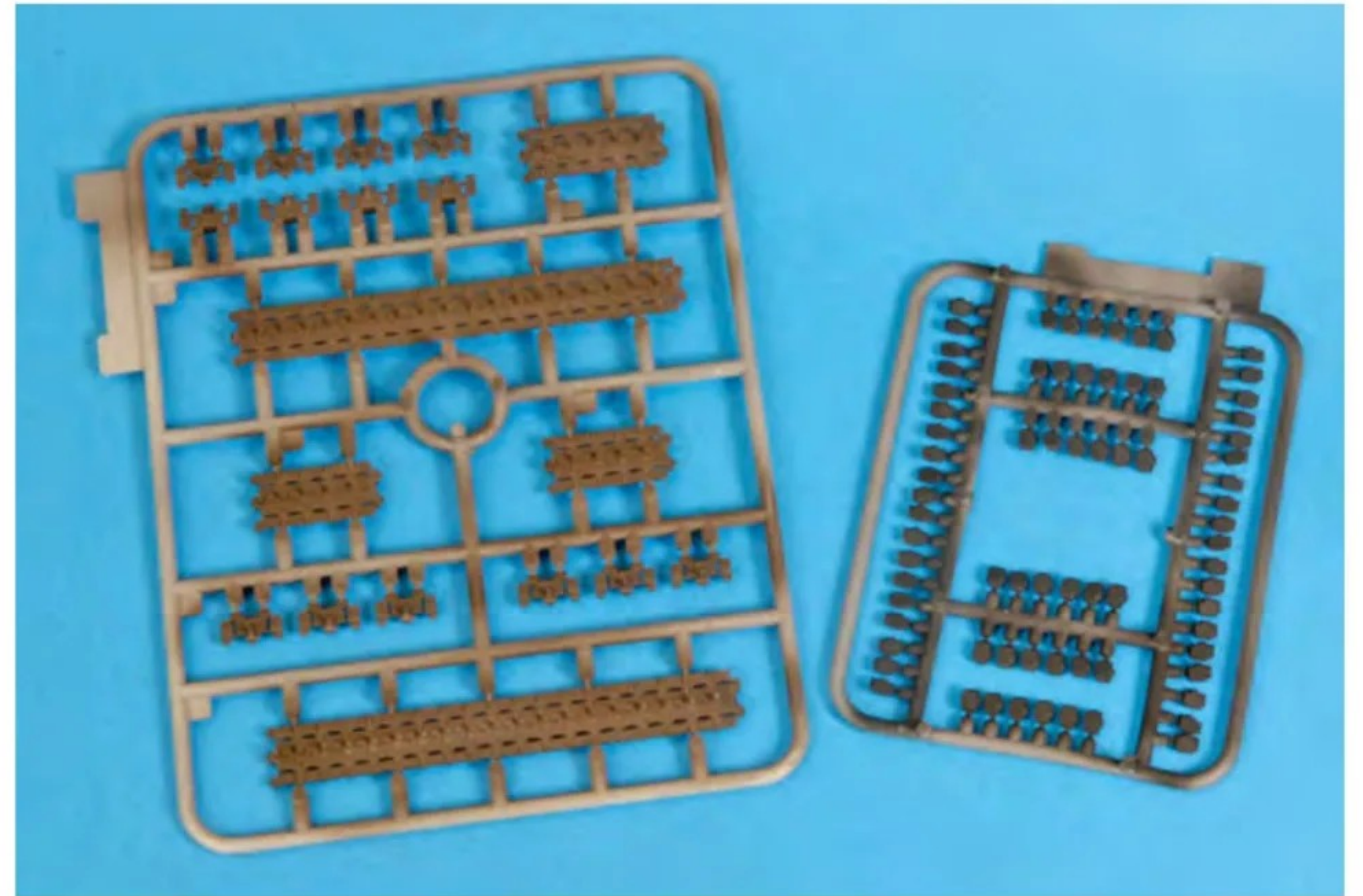
A simple base was made from MDF and a half-round wooden frame. The MDF was sealed with PVA and clear varnish, after which groundwork was created using Polyfilla household filler; track marks were made before the filler had dried by using lengths of M113 track from the spares box. The vehicle was positioned on the base with metal pins, while various weathering powders served to blend it into the base – not forgetting to add







▲ The same XF-74 Olive Drab (JGSDF) Flat was used on the hull exterior; tonal variations were created by mixing the base tone with XF-15 Flat Flesh and XF-85 Rubber Black for highlights and shadows respectively.



▲ Dragon provides link-and-length tracks (shown), which proved unusable as the links didn't make up the correct length of track and the vinyl tread blocks kept falling off, so they were replaced by equivalents from Italeri's M113.

◀ The remaining external detail was painted and the top hatch and rear ramp (supported with a .50 cal ammo box) attached. Tracks were treated with AK-083 Track Wash, plus AK-085 Track Rust Pigment.

▼ After a gloss varnish had dried, the kit decals were applied; the model then received an overall layer of ALC-314 Klear Kote Flat.



## “Dragon’s 1/35 M132 Armored Flamethrower builds into a decent replica straight from the box”

dust to the crew uniforms.

Final weathering would be carried out at the same time as the XM45E1 to ensure the finish was consistent and to ‘tie’ the vehicle (and its refueller) into the colours and shades of the diorama base. Note the groundwork and dust are not the red colour often used on Vietnam dioramas. The striking red dust was seen mostly in the northern part of South Vietnam, which was the preserve of the US Marine Corps. Although there were certainly areas of red dust in the US Army’s area of operation, more of a yellow-coloured dirt was more typical.

## Tracked ‘Zippo’

Dragon’s 1/35 M132 Armored Flamethrower builds into a decent replica straight from the box, but the firm’s use of common parts from its M113 kits – while understandable – does result in a complex build and means that some detail is missing. That said, it’s a cracking kit and hopefully this article will show how easy it is to embellish the styrene components to build an accurate replica. In next month’s *AMW* we’ll be showing how to create an XM45E1 Flame Thrower Service Unit Vehicle to complete the diorama, using AFV Club’s 1/35 M435A1 Tracked Cargo Carrier as a starting point. References for both vehicles are available via the Miniature Armoured Fighting Vehicle Association website: <https://mafva.co.uk/walk-around-m132-flamethrower-track-xm45e1-service-vehicle>



# Meant to Be?



Discovering Freightdog's 1/72 Hawker P.1027 conversion set by chance led **Matthew Porter** to construct a drawing-board fighter that could have been a game-changer



▲ Kovořavody Prostějov's Tempest Mk.V comprises three crisply moulded runners, a nice instruction booklet and well-rendered decal sheet. The yellow sticker on the box indicates there is more to this boxing than meets the eye!

**W**andering the halls at last winter's IPMS Scale ModelWorld show in Telford on the final afternoon, contemplating (and perhaps putting off) my long drive home, a small flash of yellow caught my eye on one of the vendors' tables. What I had spotted was the lovely Freightdog resin P.1027 prototype conversion for the 1/72 Kovořavody Prostějov (KP) Tempest kit.

Clinching the deal was the fact that the set was for sale as a bundle with the plastic kit – not that I'm lazy, but it took the 'hunt' out of trying to source the base styrene. I'm not usually interested in 'what-if' subjects as the P.1027 prototype (which never flew), but there was something irresistible about this little combo and I had to have it.

The real aircraft's story began in 1943; anticipating the availability of

the Rolls-Royce Eagle 22 engine and its output of 3,500-4,020hp, Hawker proposed a new version of its Tempest fighter: the P.1027. Greater cooling would be afforded by a P-51 Mustang-like ventral radiator, and the 24-cylinder, liquid-cooled powerplant would drive a six-bladed contra-rotating airscrew. Combined with the sleek airframe, blistering performance was promised, with a top speed in excess of 500mph. Unfortunately, this spectacular machine never got off the drawing board, as no prototypes were built.

## Plastic and resin

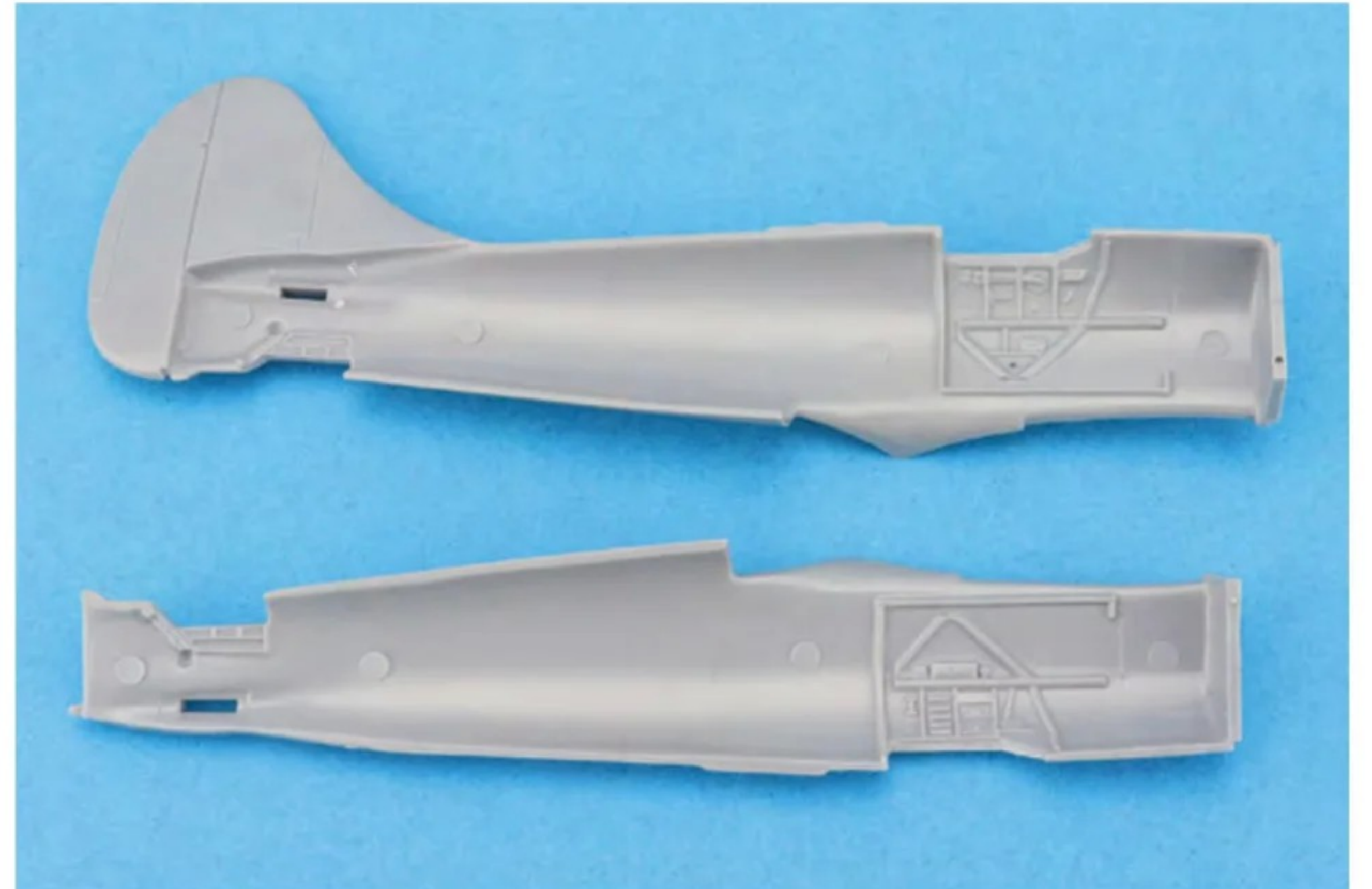
Before getting onto the resin bits I had a closer look at KP's 1/72 Tempest Mk.V injection-moulded styrene kit – the basis of this conversion. The firm has been producing model kits since 2013 and even though the vast majority of its range comprises 1/72



▼ Freightdog's resin Eagle conversion is cast well, requiring minimal trimming to remove casting blocks. However, don't ignore the text-only instructions...



▼ Internal cockpit and tailwheel bay detail was slightly soft, but didn't really matter as little was seen once the fuselage was joined.



## MODEL SPEC

### Hawker P.1027 RR Eagle Powered Tempest Conversion

By: Freightdog Models

Stock Code: N/A

Scale: 1/72

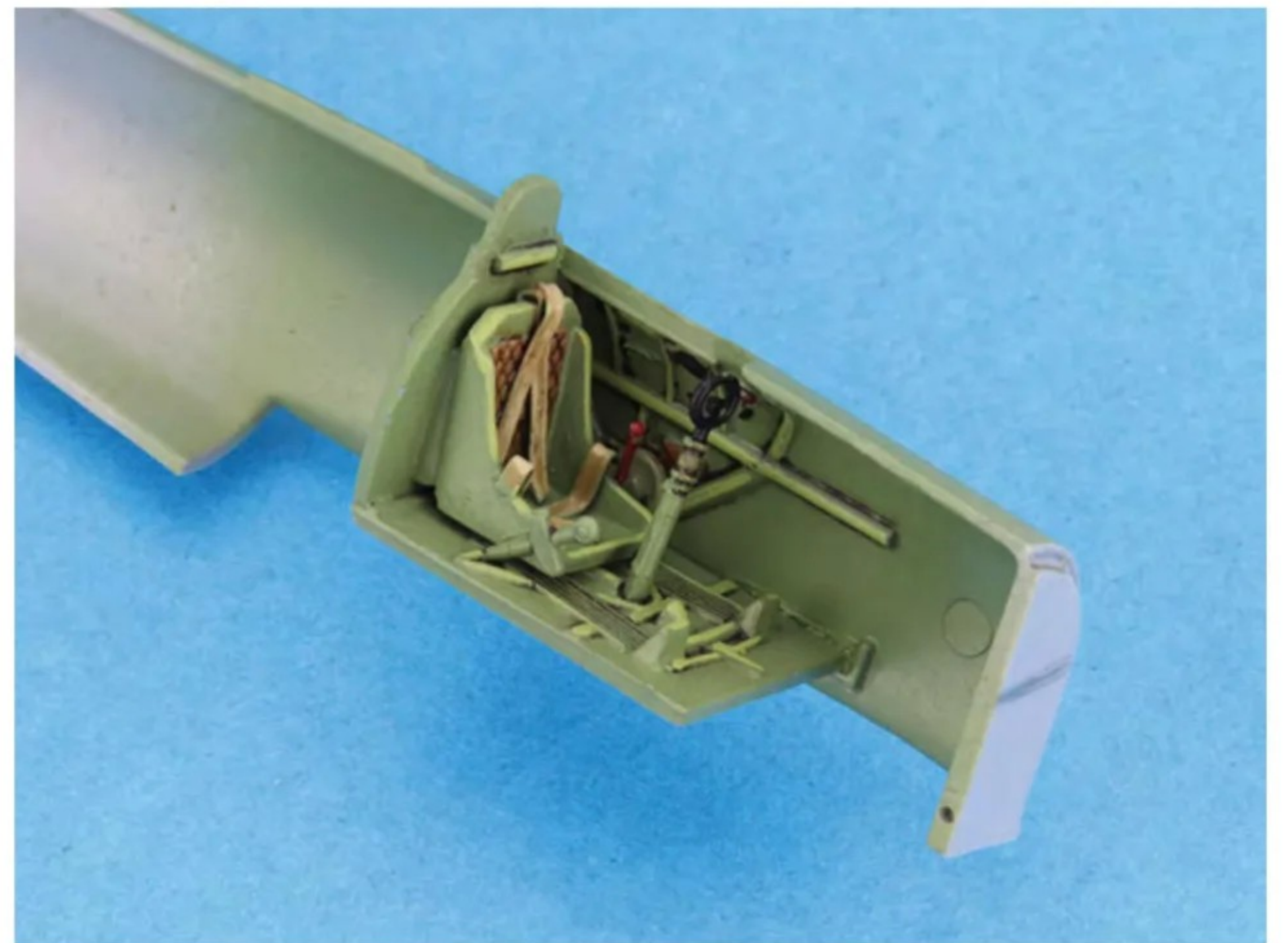
Price: £14 (base kit not included)

Available from: [www.freightdogmodels.co.uk](http://www.freightdogmodels.co.uk)



▼ An attractively quilted seat received seatbelts made from spare PE strips.

► Once painted, highlighted and weathered, the cockpit looks good and definitely all that would be needed at this small scale.



subjects, there have been several forays into 1/48 and 1/144.

Nonetheless, it was a new manufacturer to this modeller, meaning much interest to see what was under the eye-catching artwork on the box. This was a new tooling in 2021, comprising grey styrene runners and a single

clear frame – as my first 1/72 scale fighter, I was surprised by how small the transparencies were! A well-printed decal sheet contained three marking options: two camouflaged and one overall silver machine. Finally, there was a nicely laid out A5 instruction book, which thoughtfully colours

the mating surfaces for the parts to be joined in red.

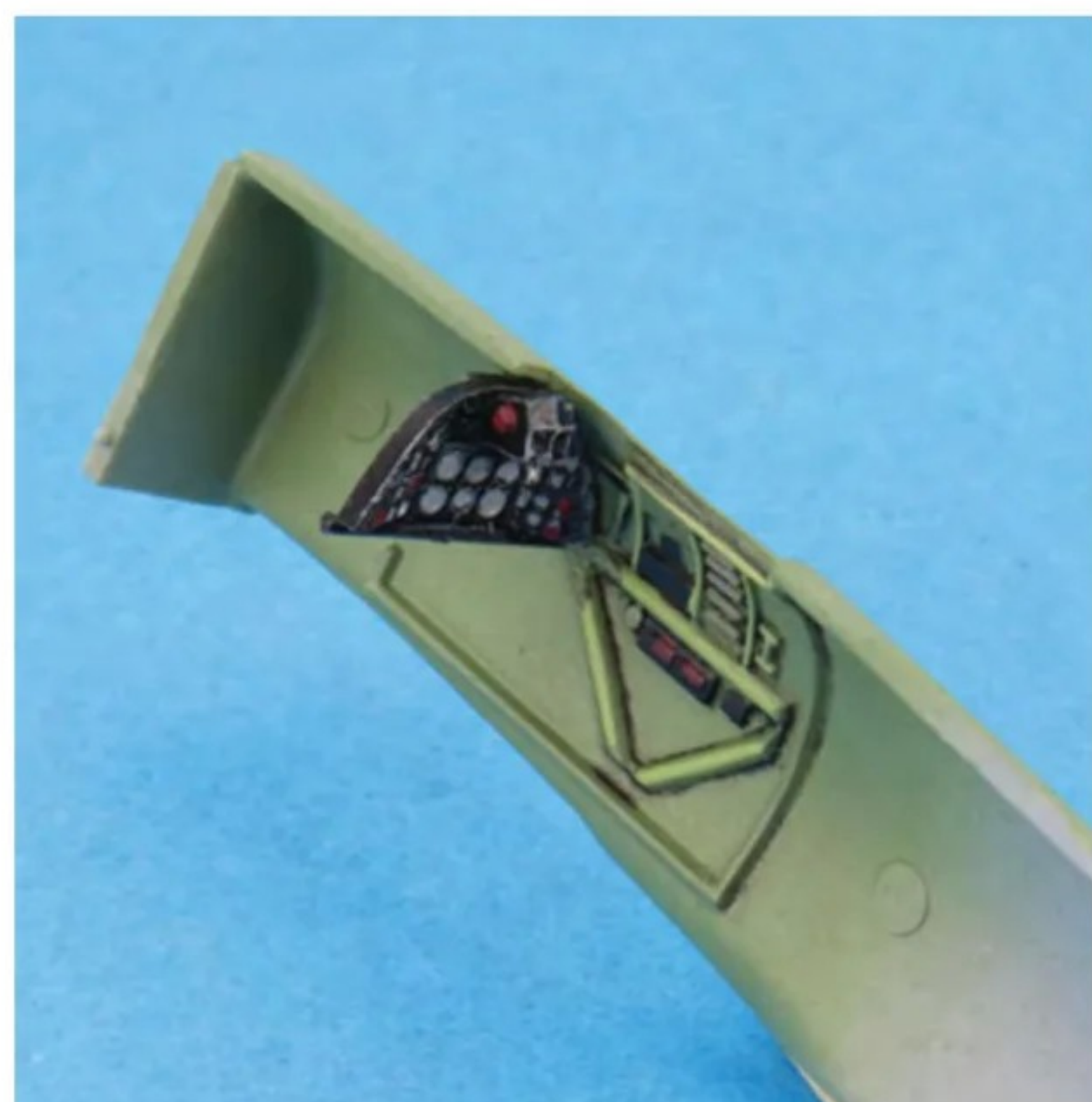
The quality of the moulding

was excellent with no flash or sink marks plus very few ejector pin marks; the plastic was fairly hard, but not brittle and could be worked with. Moulded detail was delicate, the panel lines fine and very consistent. The level of the features in the cockpit and undercarriage bays



**“Unfortunately, this spectacular machine never got off the drawing board”**

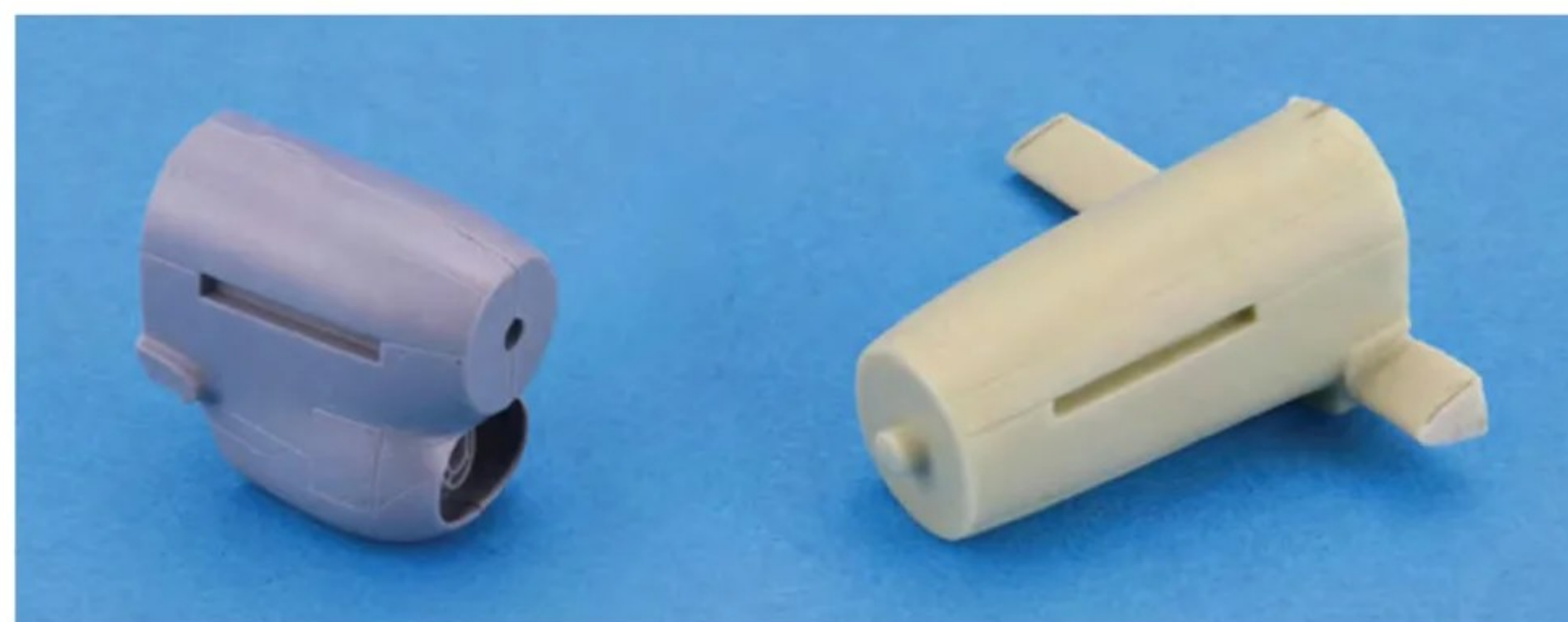




◀ No decal is provided for the instrument panel, which is a shame – paint was used to highlight the moulded relief.

▶ Freightdog's resin conversion was designed cleverly to take advantage of the kit's separate nose and leading edges to require minimal surgery.

▶ Either the nose or the leading edges would fit well, so the latter were removed. Modeller error – notably not reading the instructions – was likely the cause.



Scotch tape was used to keep the wing in tension while the glue dried – this material doesn't stretch. Note the nose being kept 'open' to aid joins.



appeared excellent and more than acceptable for a kit of this scale. Thus, the base kit definitely got a thumbs up, but what about the Freightdog resin conversion?

This was packaged in its own separate zip lock bag. I

have used resin before but this was the first true conversion including the replacement of substantial fuselage components. Freightdog has a reputation for releasing excellent products but even so, this modeller was unsure what to expect. In the bag were several pieces cast in a very pleasant light yellow

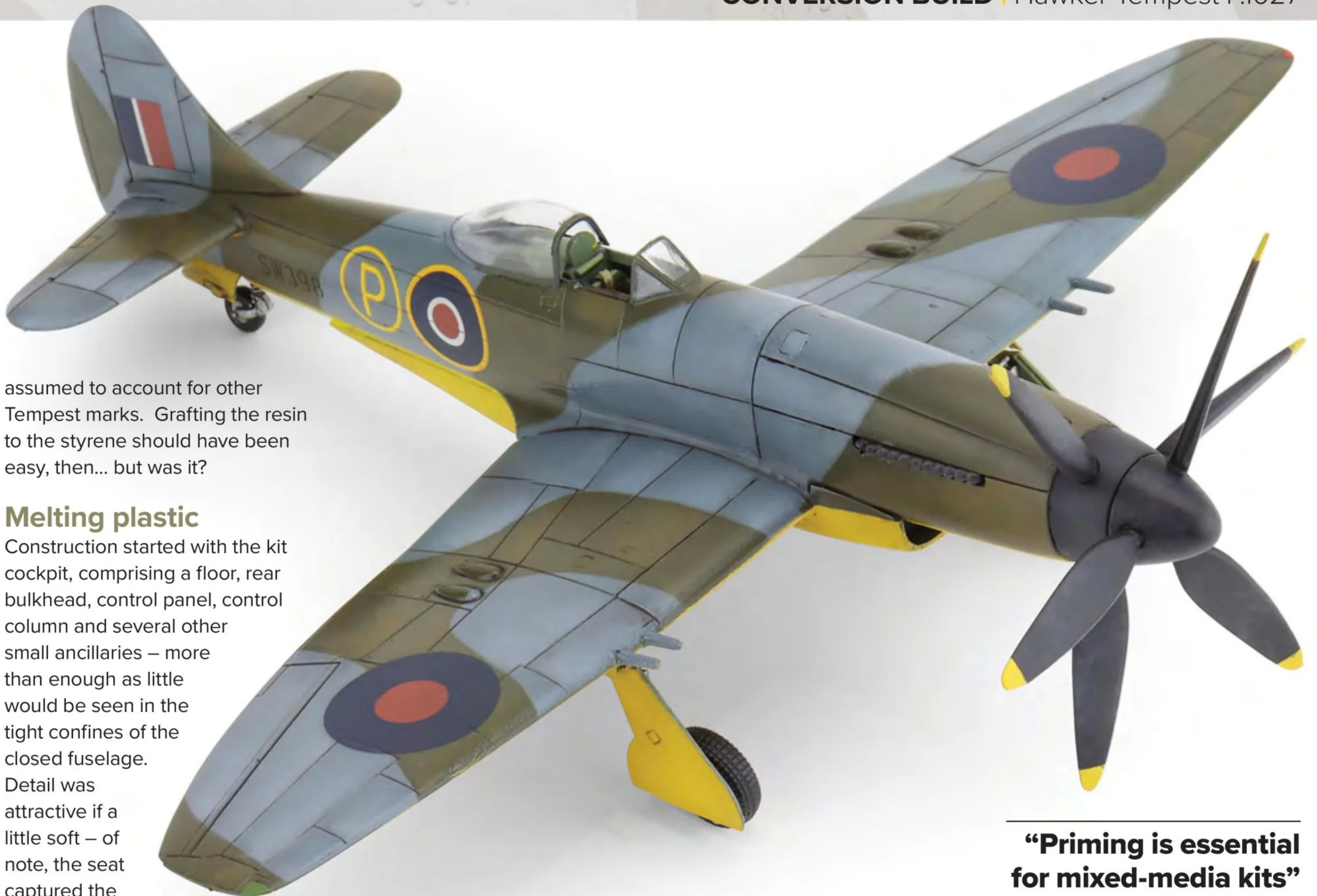
resin – these were the nose (incorporating the leading edge of the wings), a separate chin scoop, the 'belly' radiator fairing, separate chin cowl and finally two exhaust stacks.

An A5 instruction sheet was all words – unfortunately, I'm a modeller who likes pictures; the text was ignored and that

fact perhaps came back to bite proceedings later in construction. Detail was well-rendered and the only small gripe was that the panel lines were perhaps a little deeper and broader than on the base kit – a minor point. Clearly well designed, minimal surgery was required as the kit has separate nose and leading-edge parts –







assumed to account for other Tempest marks. Grafting the resin to the styrene should have been easy, then... but was it?

### Melting plastic

Construction started with the kit cockpit, comprising a floor, rear bulkhead, control panel, control column and several other small ancillaries – more than enough as little would be seen in the tight confines of the closed fuselage.

Detail was attractive if a little soft – of note, the seat captured the quilted back rest

very well, an excellent feature as this was one of few visible items. That said, it would have been better with seatbelts but this omission was soon sorted with some thin photo-etched metal strips from spares. The main components and sidewalls were painted Tamiya XF-71 Cockpit Green ([www.hobbyco.net](http://www.hobbyco.net)) and fittings highlighted with a range of AK Interactive 3rd Gen acrylics ([www.ak-interactive.com](http://www.ak-interactive.com)).

The control panel and gunsight were airbrushed with XF-1 Black, but unfortunately no decal was provided for the displays, so dry-brushed XF-53 Neutral Grey and XF-2 White XF2 accentuated the raised dial facings. The completed cockpit was then mounted in the right-hand fuselage half with the instrument panel and tailwheel before the body was closed. Fit of the halves was excellent, though the design appeared slightly

unusual as the tail was a single piece on the port half that butts up to the starboard section at the top of the fuselage. This means tape is required to ensure the join is very tight while glue (here Tamiya Extra Thin) dries, otherwise there is the potential for a large gap.

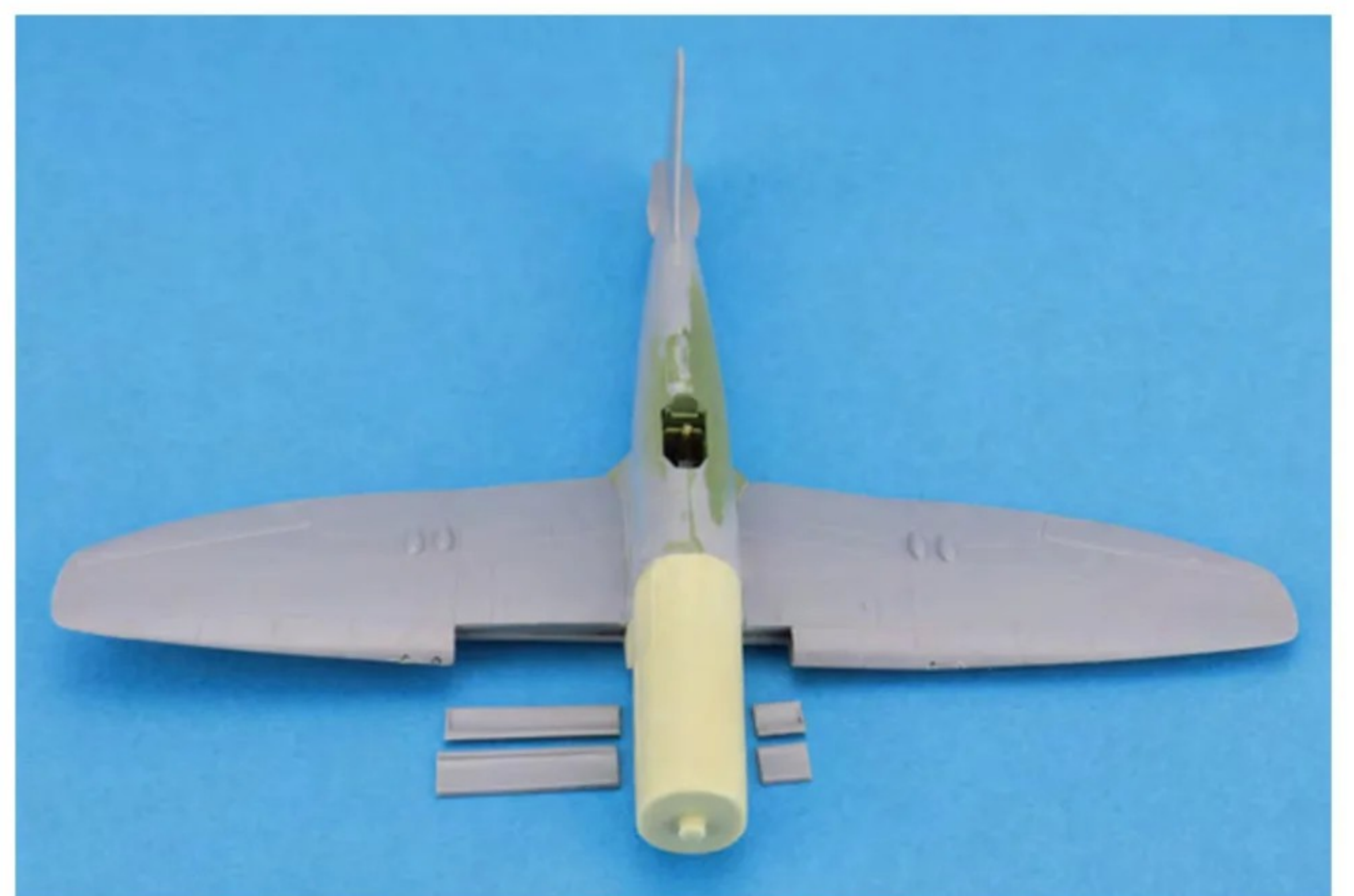
The wings are fairly conventional, being built from a single lower section that incorporates the central fuselage – onto this are fixed the left and right upper

pieces. Sandwiched between these surfaces are undercarriage bay sidewalls, which fit snugly in recesses in the lower mainplane. These wells are definitely worth a special mention as the level of detail is fantastic, responding really well to careful detail painting and a panel wash to make the relief 'pop'. As previously mentioned, the inner leading edges are separate to allow later boxings representing different

**“Priming is essential for mixed-media kits”**

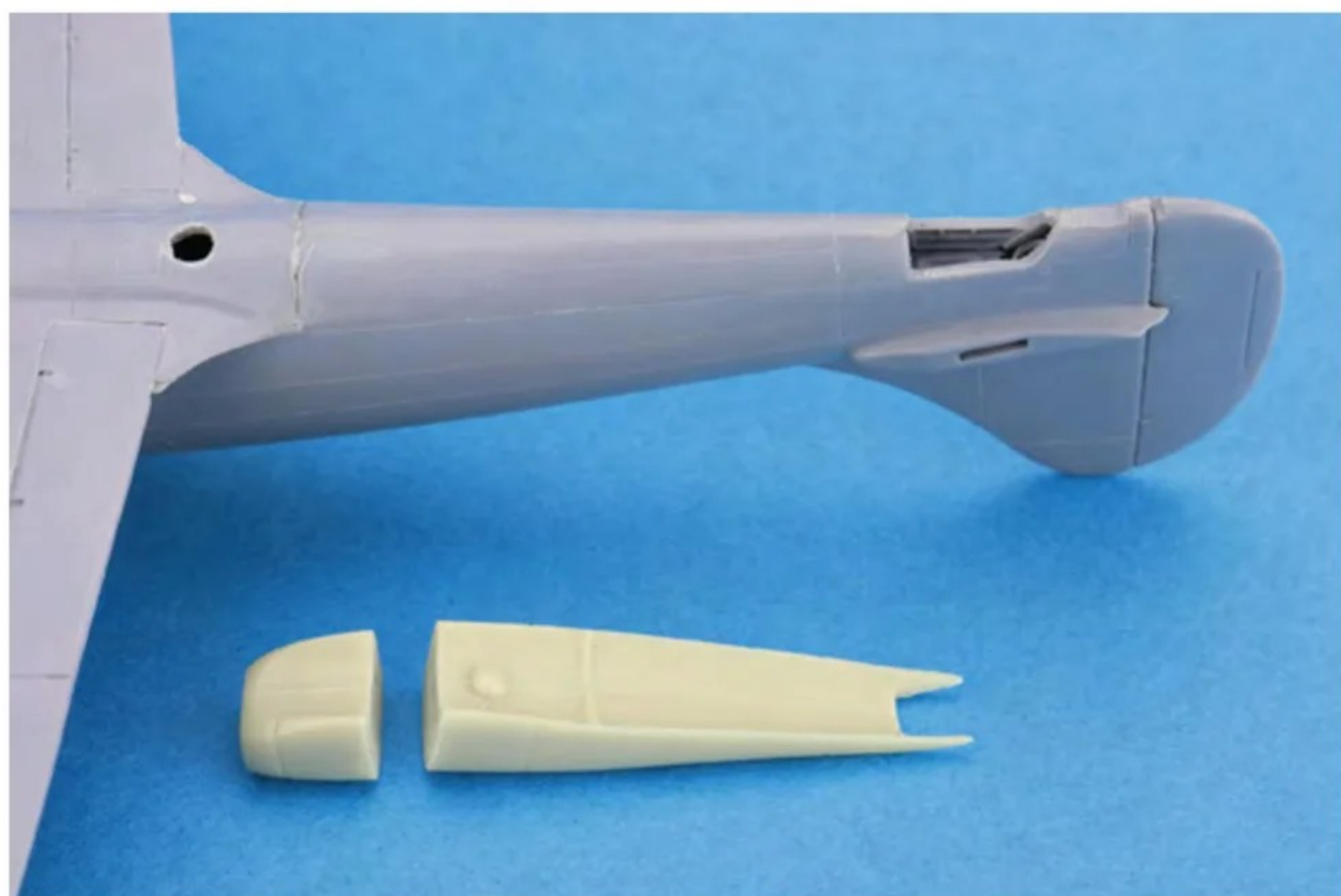


▲ The resin chin scoop was persuaded to fit better with the help of boiling water, used to soften the material for gentle re-shaping.

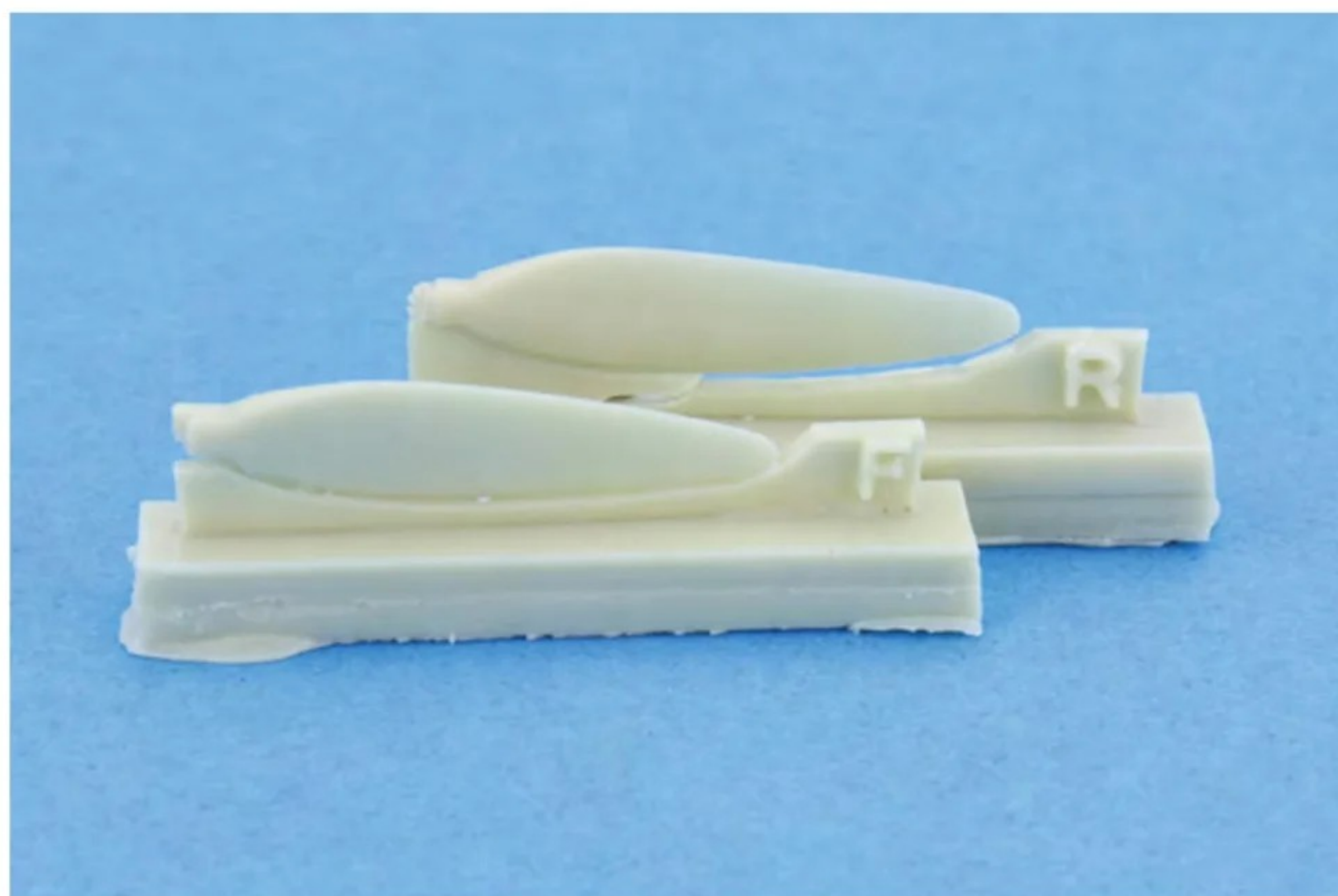


▲ Luckily, kit leading edges had been retained but mounting ledges had been removed so fitting them was trickier than it should have been.





▲ Attaching the underside scoop was a simple affair and alignment was helped via a landing light opening in the kit's plastic.



▲ Freightdog's propeller blades were delicate and fiddly to separate from their casting blocks.

Tempest variants with radiators in these areas. As such, these items were left off at this stage as the replacement nose had integral leading edges. The completed wing was fitted without problem to the fuselage, then tape was attached to each wingtip and stretched the span to ensure the wing root joints were snug and wouldn't require any filler.

## Step into the unknown

With the main plastic construction finished, it was time to dive headlong into the resin conversion; this was potentially not as daunting as could be, courtesy of the kit's separate nose – the resin replacement should fit without any major surgery, or that was the theory. But try as I might, I couldn't get a good fit – either the part was neat around the circumference of the nose or snug along the

wing root extensions, but not both. Suspicions are that the problem was the modeller rather than the conversion as the sample seen at Telford fitted perfectly – perhaps the secret was in the instruction sheet that had been dutifully ignored! Drastic measures were required.

The most important join was around the engine cowlings so out came the razor saw to remove the leading edge extensions; this allowed the nose to be positioned correctly and secured with cyanoacrylate (CA). Wing root gaps were filled with the kit's plastic parts – with minimal trimming, these fitted well against the kit and the resin nose

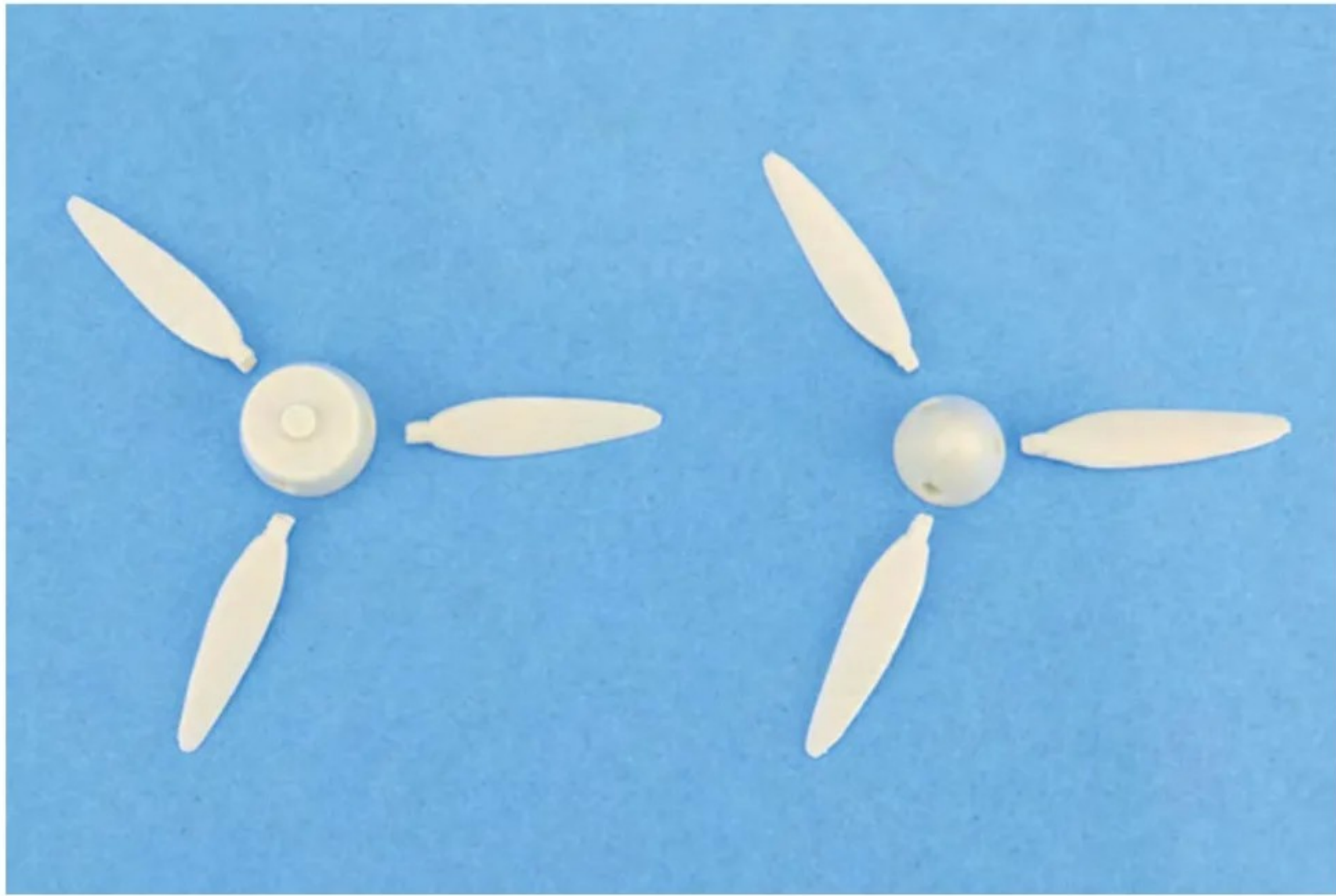
sections. Breathing a sigh of relief I offered up the chin intake that attaches to the bottom of the nose and unfortunately found it to be a little tight. The beauty of resin though is that with a little persuasion it can be brought into line and after dunking the offending part in a cup of hot water for five minutes it was

strapped in place very tightly with Scotch tape. Scotch tape is excellent as it doesn't stretch as much as Tamiya tape and holds the part more securely as it cools. Once cooled, the part neatly conformed to the main nose section and was ready to be attached using CA glue.

The next part of the conversion was the Mustang-like ventral intake; this fitted well after a little material was removed from the inner mating surfaces. It located with a small pin into a landing light aperture found in the original kit – a neat touch. The final resin parts were the impressive contra-rotating airscrews, made

**“As this kit is of a pure prototype, it was decided to paint it in classic RAF colours”**

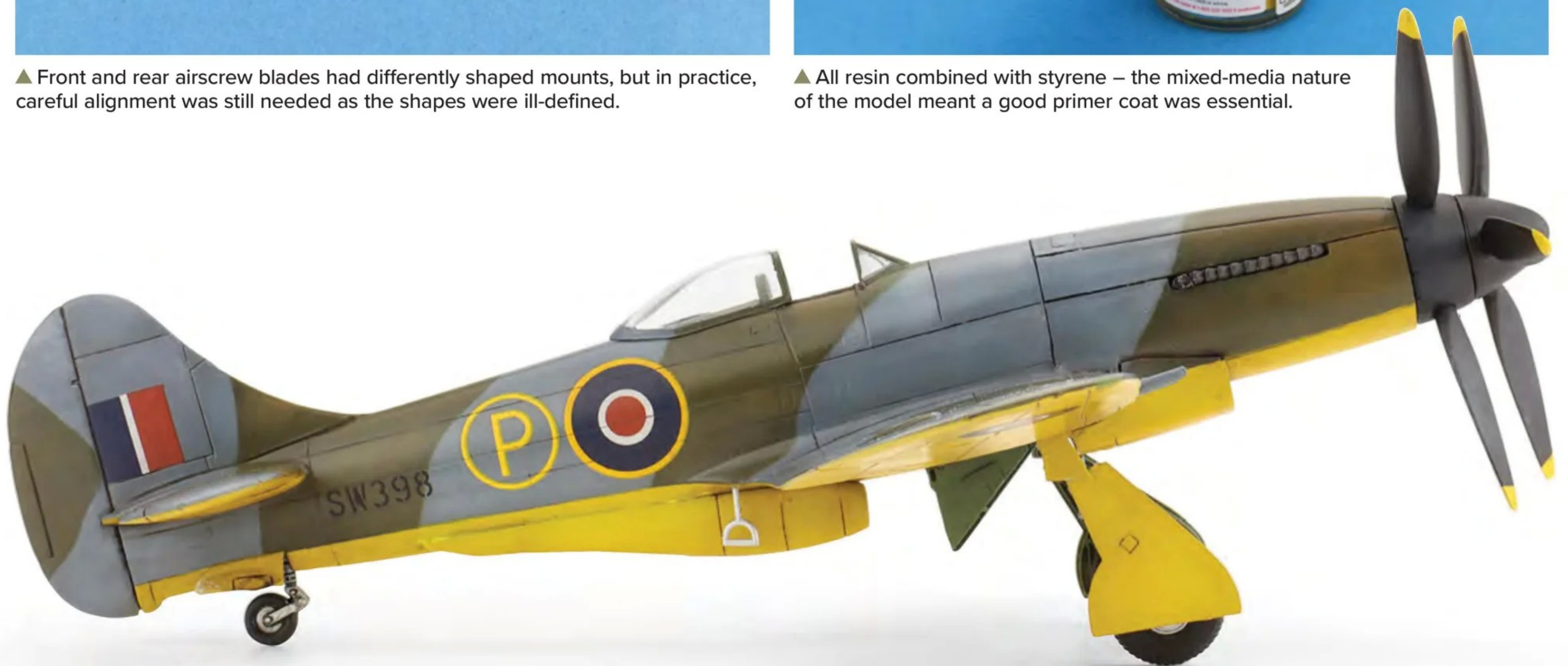




▲ Front and rear airscrew blades had differently shaped mounts, but in practice, careful alignment was still needed as the shapes were ill-defined.



▲ All resin combined with styrene – the mixed-media nature of the model meant a good primer coat was essential.



from two hubs each with three separate blades – the latter were supplied with mounting blocks along their entire length, so it was very tricky to separate them while maintaining their shape. Careful scribing and trimming are required to get a good result. The blades have either a square or crescent-shaped mount depending on them being for the front or rear hub, but the casting wasn't great and thus the tabs didn't work as envisaged. Precise alignment was hence still needed when mounting the propellers.

### Time to paint

Final parts were the horizontal tail surfaces and front windscreen, which attached without any major issue. After the very fiddly job of masking the cockpit, windscreen and canopy, the whole model was treated to a coat of Halfords Grey Primer from an aerosol. I really like this

paint as it 'grips' the kit really well and provides an excellent base. Priming is essential for mixed-media kits to provide an even and consistent and predictable surface for further paint.

As this kit is of a pure prototype, it was decided to paint it in classic RAF colours for such an aircraft: a yellow underside with Ocean Grey/Dark Green upper camouflage. The first of these shades is a fairly hard colour to paint as coverage tends not to be great, but an undercoat of XF-4 Yellow Green aided matters. Variation in the finish was also desired, so the underside was pre-shaded via the base tone with a dash of black or white to achieve contrast. It's best not to go too stark for light colours as it's difficult to control the finish – the paler end of the spectrum can get lost as you apply more topcoat to mute the darker areas.

After applying several thin layers of XF-3 Yellow, the finish was fairly

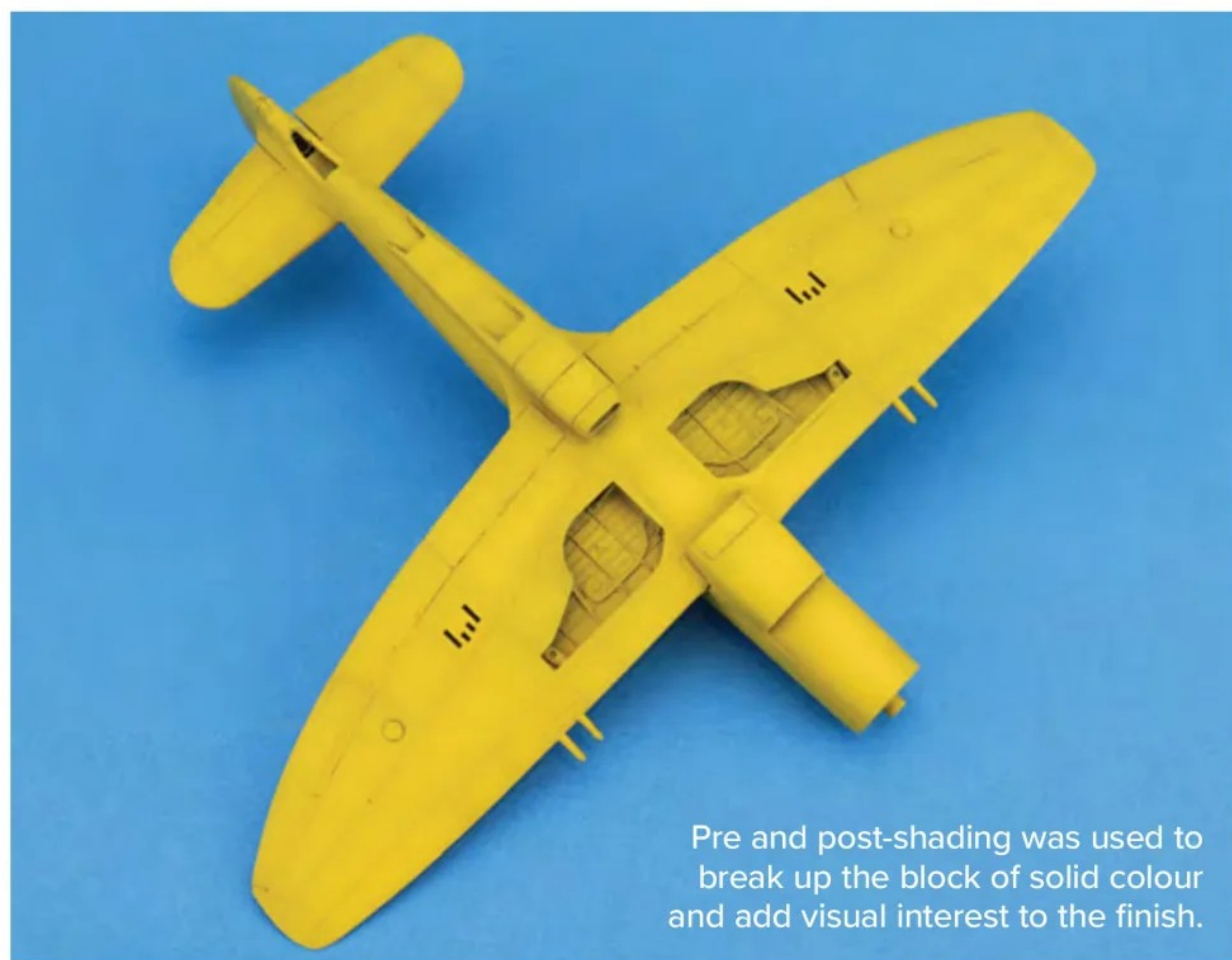
satisfactory, but I did resort to a go-to of post-shading in several areas to achieve the desired contrast. Copious amounts of Tamiya tape sealed the yellow underside before an overall

layer of XF-53 Ocean Grey was used as the base for the topside camouflage. This was post-shaded with a mix of the base with approximately 40% white – a large amount, but lighter colours tend

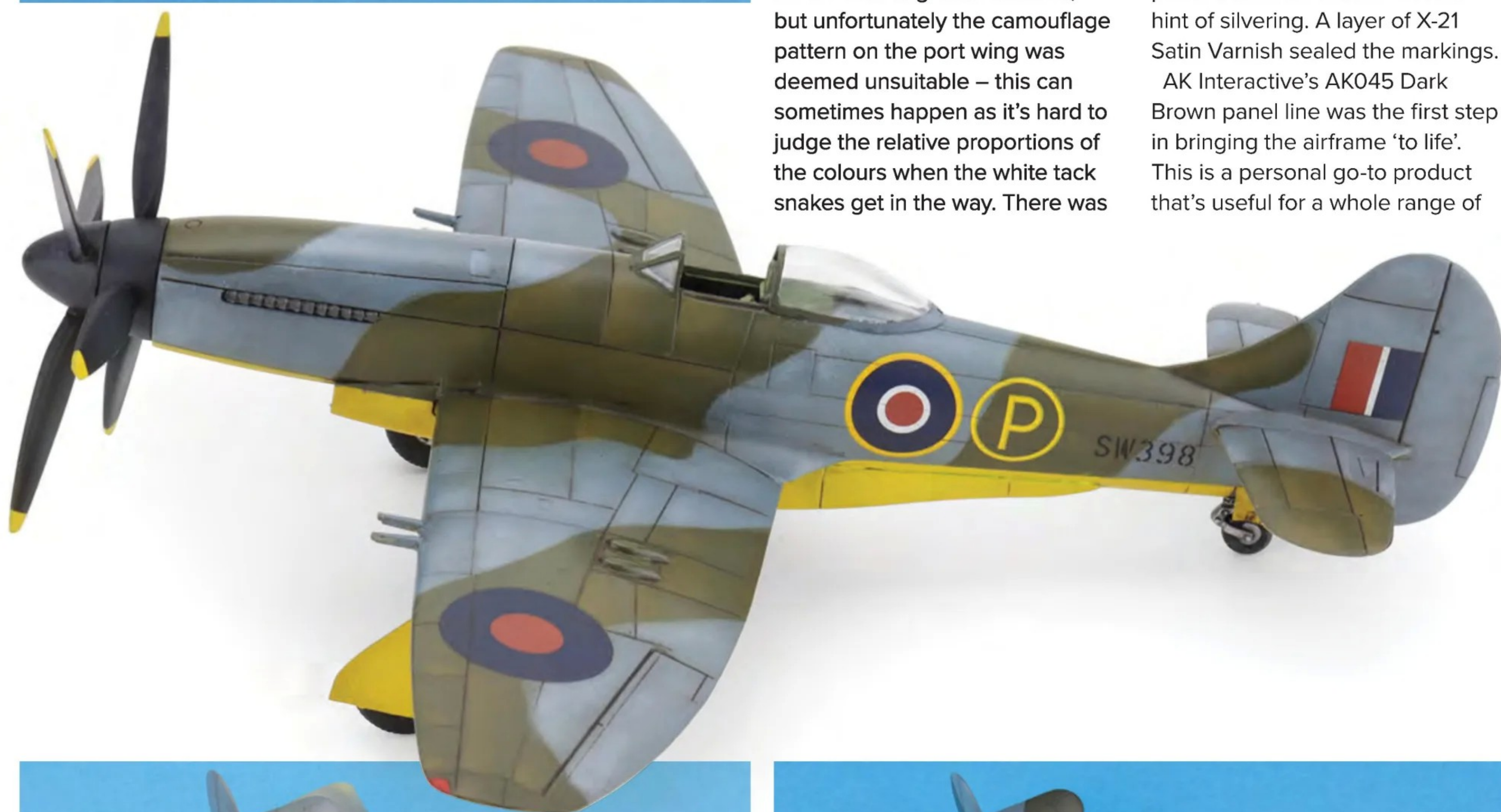


▲ Tamiya's XF-4 Yellow Green formed an excellent undercoat for the subsequent yellow that would be applied to the underside.





Pre and post-shading was used to break up the block of solid colour and add visual interest to the finish.



▲ After careful masking, XF-53 Ocean Grey was applied and post-shaded via the tone lightened with 40% white.

to need more tonal shift to achieve tangible results. Another favourite – White Tack ‘snakes’ – were used in extra thin lengths (due to the small scale) as demarcation for the camouflage. Again, plenty of Tamiya tape was used – when it comes to overspray, prevention is better than cure.

Tamiya’s XF-81 Dark Green 2 (RAF) was applied next, paying particular attention to the periphery of the camouflage and once more this was post-shaded, this time being lightened with yellow to preserve the chromatic richness of the green – sometimes white can make things ‘chalky’. All the masking was removed, but unfortunately the camouflage pattern on the port wing was deemed unsuitable – this can sometimes happen as it’s hard to judge the relative proportions of the colours when the white tack snakes get in the way. There was

no other option than to paint this wing again, then after a good layer of X-22 Gloss Varnish, it was time for decals.

## More than I need

The beauty of a prototype is that markings would be few and far between. Xtradecal’s X72179 Tempest sheet ([www.hannants.co.uk](http://www.hannants.co.uk)) for the roundels and codes and X72213 (a general codes set) for the yellow fuselage ‘P’ (prototype) marking. I now have enough 1/72 scale markings for a whole fleet of prototypes! As expected, the decals performed flawlessly and settled readily into panel line detail without even a hint of silvering. A layer of X-21 Satin Varnish sealed the markings.

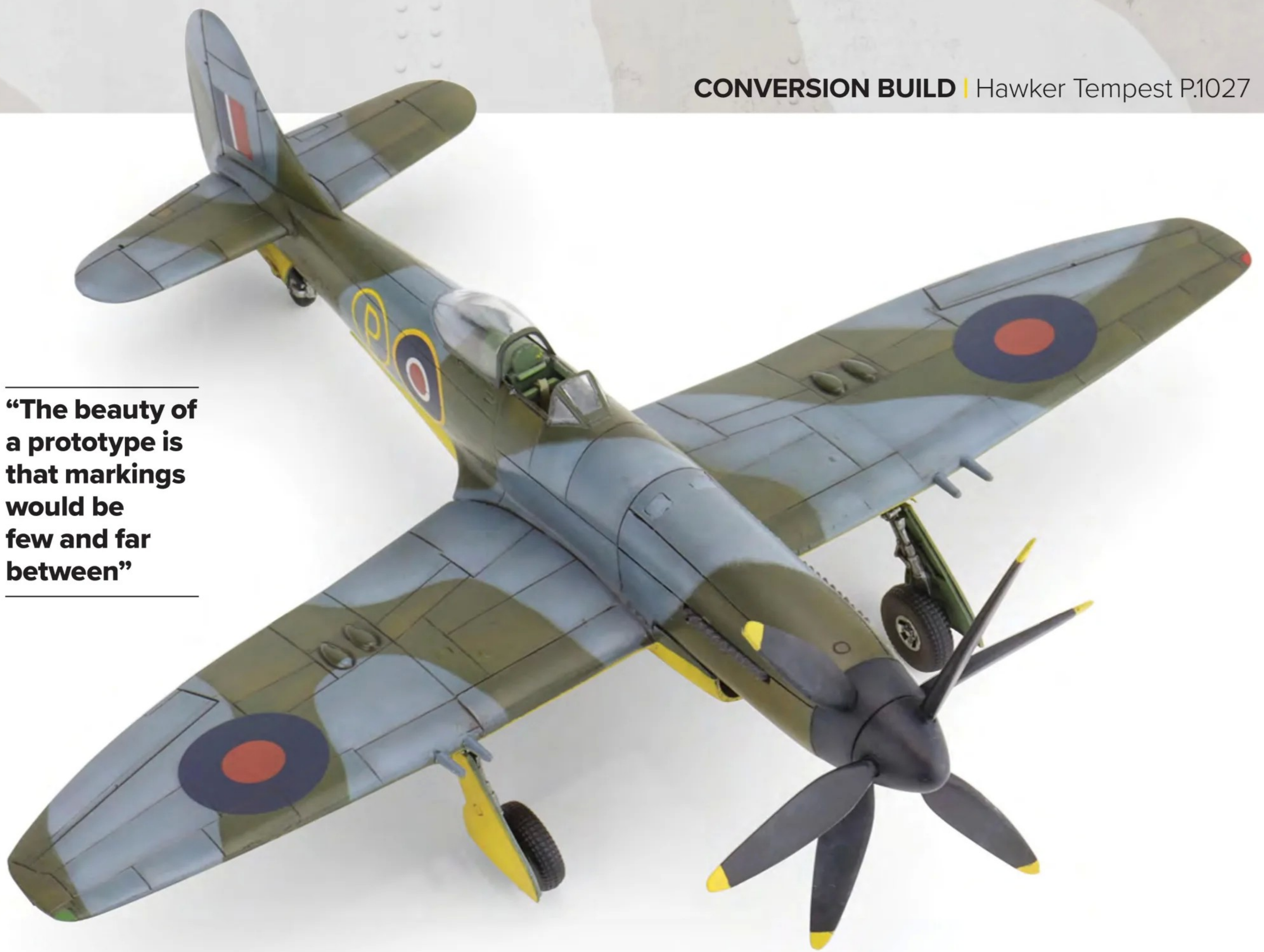
AK Interactive’s AK045 Dark Brown panel line was the first step in bringing the airframe ‘to life’. This is a personal go-to product that’s useful for a whole range of



▲ White Tack was used to set the camouflage – being unhappy with the starboard wing meant a second take was needed.



**“The beauty of a prototype is that markings would be few and far between”**



finishes; the key is not to be in too much of a rush to take it off, plus removing it in the direction of the airflow leaves the model with a lovely patina. Finally, oil paints were used to add highlights and shadow around the airframe, a technique where less is definitely more, with the advantage it is totally reversible with the sweep of an odourless thinner-soaked

cloth. This technique can be considered a little ‘Marmite’ – some modellers don’t like the artificial exaggeration it gives, but the depth and interest it imparts are undeniable. I think it is essential in such a small scale to stop the finished kit looking toy-like. As the weathering was done over a satin base coat, there was no need for a final varnish

layer, which has the advantage of preserving the contrasts achieved by the oil modulation work.

### Hangar rollout

After removal of the canopy masks, all that was left was to put the aircraft on its beautifully detailed undercarriage, mount the huge prop and carefully secure the canopy with a touch of white glue.

I really love this little model, which is surprising as several times during construction it almost ended in the bin! The appeal is surely the combination of the challenge of adding Freightdog’s resin conversion to KP’s Tempest, and the unusual, striking subject matter. Now, if only someone would do this conversion in 1/32 scale...

AMW

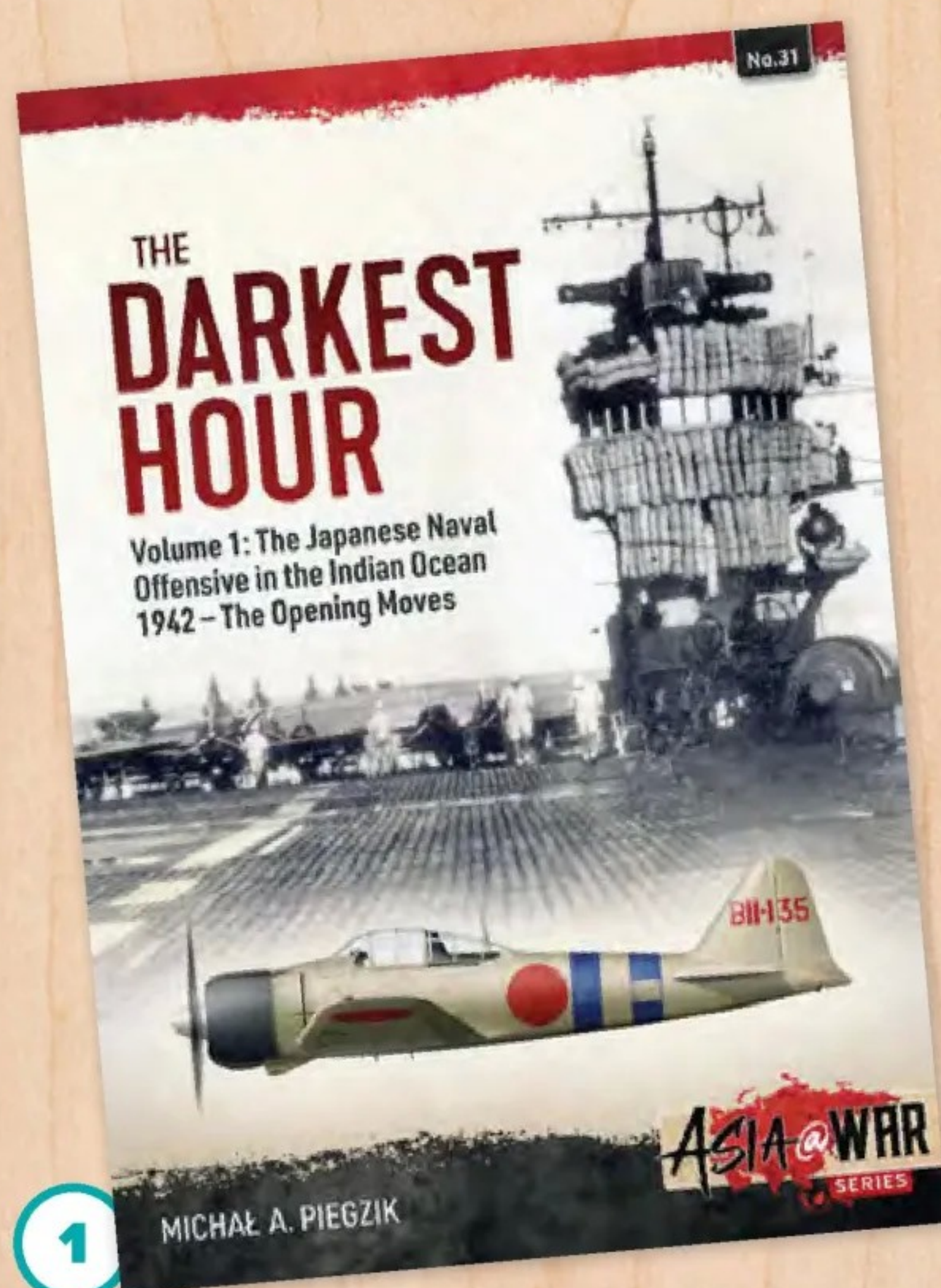


▲ After decals, oil rendering was used to bring the model ‘to life’. I love this technique – such modulation can be removed with odourless thinners.



▲ Final construction wouldn’t take a long time, but the small scale ensured adding the remaining elements was slightly fiddly.





### 1 The Darkest Hour Volume 1: The Japanese Naval Offensive in the Indian Ocean 1941 – The Opening Moves

By: Michał A. Piegzik

ISBN: 978-1-915070-61-6 Price: £19.95

Pages: 84 Format: A4

Web: [www.helion.co.uk](http://www.helion.co.uk)

Helion & Company has published the first in a two-volume study of Japan's 1942 offensive in the Indian Ocean. This was a crucial part of the naval/air war and is fascinating for any Pacific Theatre enthusiast. While the subject might be less well known than, say, the attack on Pearl Harbor or Midway, it's explored in extensive detail. The book is especially useful for anyone who builds across genres, with dovetailing narratives on the vessels and associated aviation assets on both the Japanese and Allied sides. It uses a mix of well-researched text, data tables, revealing period photos and colour artwork to tell the story on the opening moves in this campaign. Technical specifications for maritime and aviation assets are provided, along with particularly useful colour drawings of Japanese carrier deck markings. Aircraft types afforded photographic coverage include the B5N Kate and D3A Val, Zero, H6K Mavis, Fulmar, Martlet, Swordfish and Sea Hurricane. Ship-wise, there are photos of HMS *Warspite*, *Formidable*, *Indomitable* and others, plus the *Akagi*, *Haruna* and *Naka* on the Japanese side. The colour profiles are superb, there being quality renderings of *Akagi*, *Hiryū*, HMS *Hermes* and HNLMS *Jacob van Heemskerck*, along with the A6M2 Zero, D3A1 and B5N, represented by 20 profiles showing various camouflage types. A superb inclusion is a photo of *Akagi*'s deck island covered in protective padding – a splendid detail note for modellers. **CC**



### 2 Single No 44 Mikoyan-Gurevich MiG-15bis

By: Dariusz Karnas and Andrzej M. Olejniczak

ISBN: 978-367227-23-0 Price: £9

Pages: 24 Format: A4

Web: [www.mmpbooks.biz](http://www.mmpbooks.biz)

Mikoyan-Gurevich's MiG-15 *Fagot* is a perennial favourite among modellers of Cold War aircraft. If you are new to the subject and need reference material for a MiG-15bis build, the new *Single No.44* by Mushroom Model Publishing offers a handy collection of photos in black-and-white and colour, scale drawings in 1/72 and 1/48, and colour illustrations. While not exhaustive, this volume begins with the aircraft plans in both scales (although its contents arguably make it ideal for any *Fagot* kit), before presenting 17 pages of revealing imagery and factory drawings, with various close-up views of the MiG-15bis to help you get the detail just right. Large colour profiles and plan studies (showing the upper and lower surfaces) end the book, the aircraft in question being a multi-toned camouflage North Korean airframe, Red 1998, flown by Soviet Air Force nine-victory ace Captain Mikhail Mikhin in 1953. The close-up diagrams show areas such as the open airbrakes and the associated bays, airframe antennas, flaps, undercarriage and cockpit in exquisite detail, while the colour artwork of the instrument panel has all its items annotated. Its price point makes for a great investment by modellers, especially if you are intending to build multiple kits of this type. This and other *Single* volumes are available direct from MMP Books. **CC**

Read more  
in-depth reviews at:  
[www.keymodelworld.com/  
scale-modelling/  
on-the-shelf](http://www.keymodelworld.com/scale-modelling/on-the-shelf)



### 3 Flak-Bait

By: Alan F. Crouchman

ISBN: 978-0-7643-6343-6 Price: \$45

Pages: 352 Format: 186 x 261mm

Web: [www.schifferbooks.com](http://www.schifferbooks.com)

When it comes to World War Two medium bombers, much attention is paid to the Mitchell and Mosquito, whereas Martin's B-26 Marauder seems almost the Cinderella of the group, although some airframes flew more sorties than any other bomber. Arguably the most famous Marauder is 'Flak-Bait' – officially 41-31773 – which flew 201 sorties and is the focus of this magnum opus, which charts every aspect of its service career, splitting it into three sections. The first covers the airframe's assembly and transport to the 449th Bombardment Squadron (Medium), 322nd Bombardment Group, where it received code letters PN-O. By far the longest section examines *Flak-Bait*'s missions, noting crew names, targets, weapons expended and a summary of crew notes. This is a treasure trove of material, providing modellers with bomb loads (often difficult to ascertain) and information on damage. The final chapter describes the post-war efforts to store and subsequently preserve the airframe (the front fuselage is currently undergoing restoration at the Steve F Udvar-Hazy museum at Washington Dulles International Airport in Virginia). More 'colour' is added to the story in 15 appendices, which cover aspects such as paint/markings, crew complements, mission anecdotes, other Marauders with high mission tallies and summaries of the airfields. All this information is backed by a superb selection of period and contemporary photos, showing the changes made to the airframe – notably how the paint weathered over its operational service – all of which will be grist to a modeller's mill. **SF**





#### 4 Reggiane RE 2000, RE 2002, RE 2003

By: Przemysław Skulski

ISBN: 978-83-66549-81-4 Price: £25

Pages: 174 Format: A4

Web: [www.mmpbooks.biz](http://www.mmpbooks.biz)

Modellers building Italian-designed aircraft shouldn't miss MMP's fresh study of Reggiane 2000-series fighters. Founded in 1901, by 1930 ownership of Reggiane passed to Caproni and began work on designs for a new fighter – the RE 2000 Falco – that same year. Further developments of the aircraft were the RE 2002 and 2003. Thankfully, this extensive softback explores all three sub-types and the book will be a valuable reference for Italian Air Force enthusiasts. Published with the modeller in mind, this Orange Series book delves into the inception, development and operations of the trio, covering Italian and export machines. It's here the arena widens for modellers, as those with an interest beyond Italian aviation can focus on representing airframes flown by Hungary, Sweden and Germany. Besides the detail-packed narrative, there's a wealth of period photos and images of museum examples... offering close-up views as well as larger (or whole) parts of the airframe. Factory visuals are included, with useful photos of the cockpit, but exploded views of sub-assemblies are also helpful. For many modellers, the winning content will be the 15 pages of colour artwork, for inspiration and livery guidance, but others will value the 20 pages of superb black-and-white 1/48 plans. Detail-hungry builders will find the engine close-ups especially revealing in terms of structure and colours. With its blend of hard fact and more colourful descriptions of combat activity, plus all the visual content, this is a highly useful reference work. **CC**



#### 5 The Flying Colours of Richard J Caruana Bookazine Collection: 1

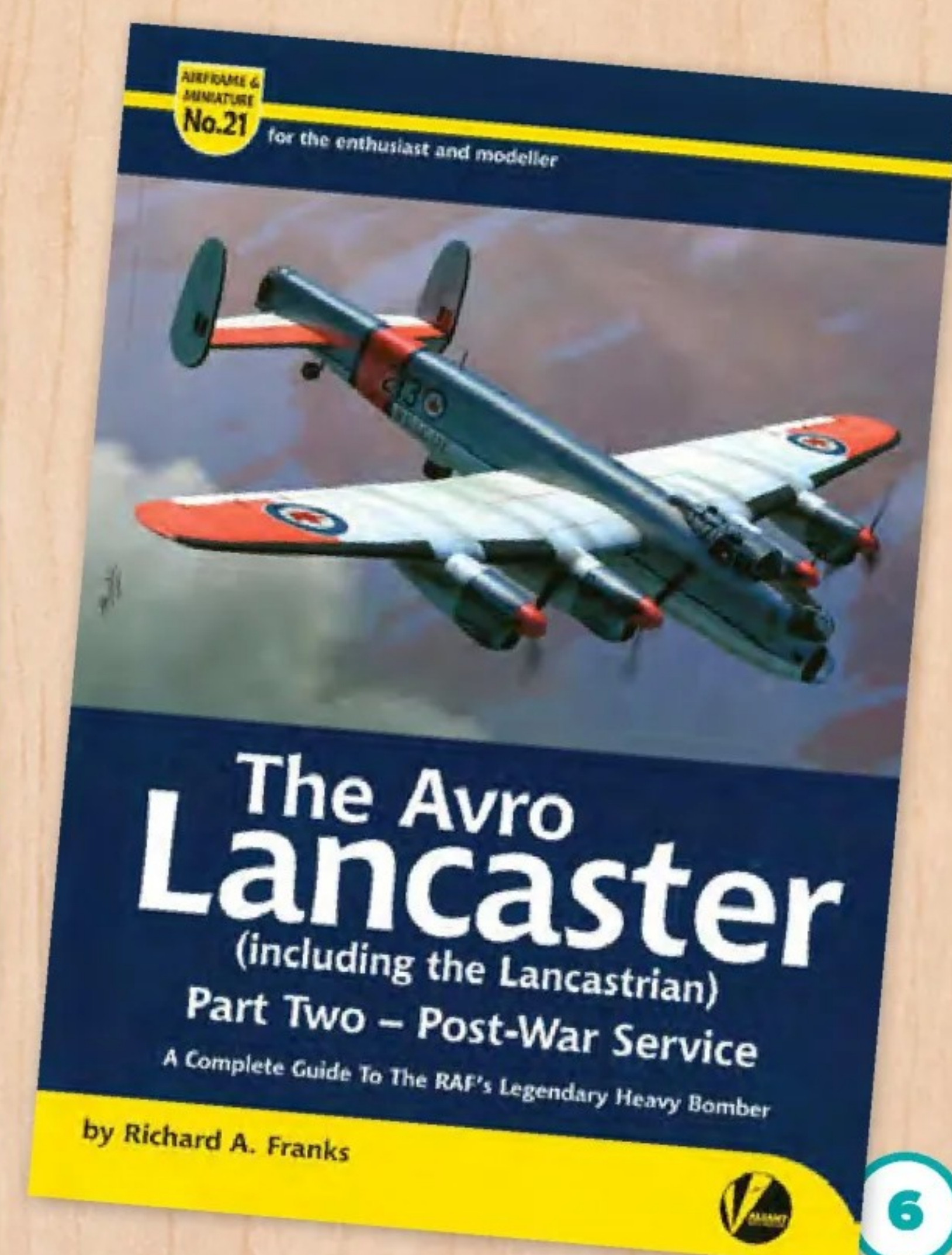
By: Richard J Caruana

ISBN: 978-83-67227-20-9 Price: £15

Pages: 50 Format: A4 Landscape

Web: [www.mmpbooks.biz](http://www.mmpbooks.biz)

When you've created as many colour profiles and plan views as long-time illustrator Richard J Caruana – and you're asked to pinpoint individual examples for a 50-page book – it must be incredibly difficult to choose. His work has graced the pages of hundreds of magazine editions and books over the years, inspiring thousands of modellers. The first book offers artwork of widely varying types. Fittingly, the initial colour page has a three-view of the Wright Flyer, but this is preceded by a page of 1/72 scale plans of the Seversky P-35. Each of the following double-page spreads has an opening title, mainly text on the left-hand side but with several profiles or a photo, then all artworks and captions on the right. Coverage begins with the de Havilland DH.2, via six profiles and a generous 21 representing the SE5A. The Seversky P-36 comes next across ten pages. Moving to World War Two, it's the turn of the mighty Short Stirling to grab the limelight, before a double-page segue into Italian aviation with the IMAM Ro.43. A legend jumps in here via six pages covering the Bf 109 and then it's a leap into the jet age, courtesy of the singular Douglas F4D Skyray. Perhaps unsurprisingly, British Fleet Air Arm Phantoms populate the last selection; the type visited Richard Caruana's home island of Malta on many occasions. If you've been modelling for any length of time and bought relevant magazines or books for reference, you will undoubtedly have seen at least a handful of examples of this maestro's work. **CC**



#### 6 The Avro Lancaster (including the Lancastrian) Part 2

By: Richard A Franks

ISBN: 978-1-912932-33-7 Price: £28.95

Pages: 272 Format: A4

Web: [www.valiant-wings.co.uk](http://www.valiant-wings.co.uk)

Having introduced the Lancaster in its initial volume (see *AMW151, Reviews*, June 2023) and recounted its wartime service, the second describes its post-war service, including the civilian Lancastrian. As detailing the operational aspects would likely fill several volumes, the author instead focuses on the operational units, which provides a pleasing balance. The format is otherwise recognisable, describing the final Lancaster variants (including test and trials airframes) before shifting attention to civilian Lancasters and Lancastrian airframes, with each entry accompanied by an excellent line diagram. Unusually, the *Camouflage & Markings* chapter is much larger, driven in part by the number of overseas users, including Argentina, Egypt and France, plus civilian operators of the Lancastrian. The model section comprises a single project carried over from Part 1, with a seven-page guide to building HK Models' 1/32 Lancaster B.Mk.I. However, this time round it covers multiple variants, with isometric drawings showing the differences between each sub-type – ideal for those wanting to build a Lancaster family. Close-ups of later Lancaster/Lancastrian airframes (including extracts from pilots' manuals) should satisfy the most ardent detail-hound, and these are augmented by a superb set of 1/72 scale drawings. A kitography and accessories listing complete the modelling section, and these are followed by a list of Manchester, Lancaster and Lancastrian serial numbers – ideal for anyone building a specific airframe. Highly recommended. **SF**



# Rufe Limited Edition Dual Combo



By: Eduard | Scale: 1/48 | Item no: 11171 | Price: £52.52 | Web: [www.eduard.com](http://www.eduard.com)

## Eduard tweaks its Zero to the A6M2-N floatplane version

Having delighted modellers with its all-new 1/48 A6M2/3 Zero kits, Eduard has turned its attention to the A6M2-N floatplane version, arguably known better by its Allied reporting name of Rufe.

As is usual for Eduard, the first sight of this new variant is in the form of a limited-edition dual-combo boxing (11171) entitled simply as Rufe.

Accompanying the familiar dark grey styrene parts on this occasion are duplicate pre-painted photo-etched metal frets and a large pre-cut self-adhesive canopy, navigation light and wheel (for the handling/beaching trolley) mask set.

Initial impressions on opening Eduard's the box are surprisingly deceiving – at first glance there appear to be just three new runners,

providing replacement wings (Runner L) plus the flats and beaching/handling equipment (Runners T and U). However, closer examination reveals that Runner G has replaced Runner B from the standard A6M2 kit – but retains the seven-piece cowling, which is assembled around a specially designed jig to capture the complex shape. The remaining four frames (including the transparent

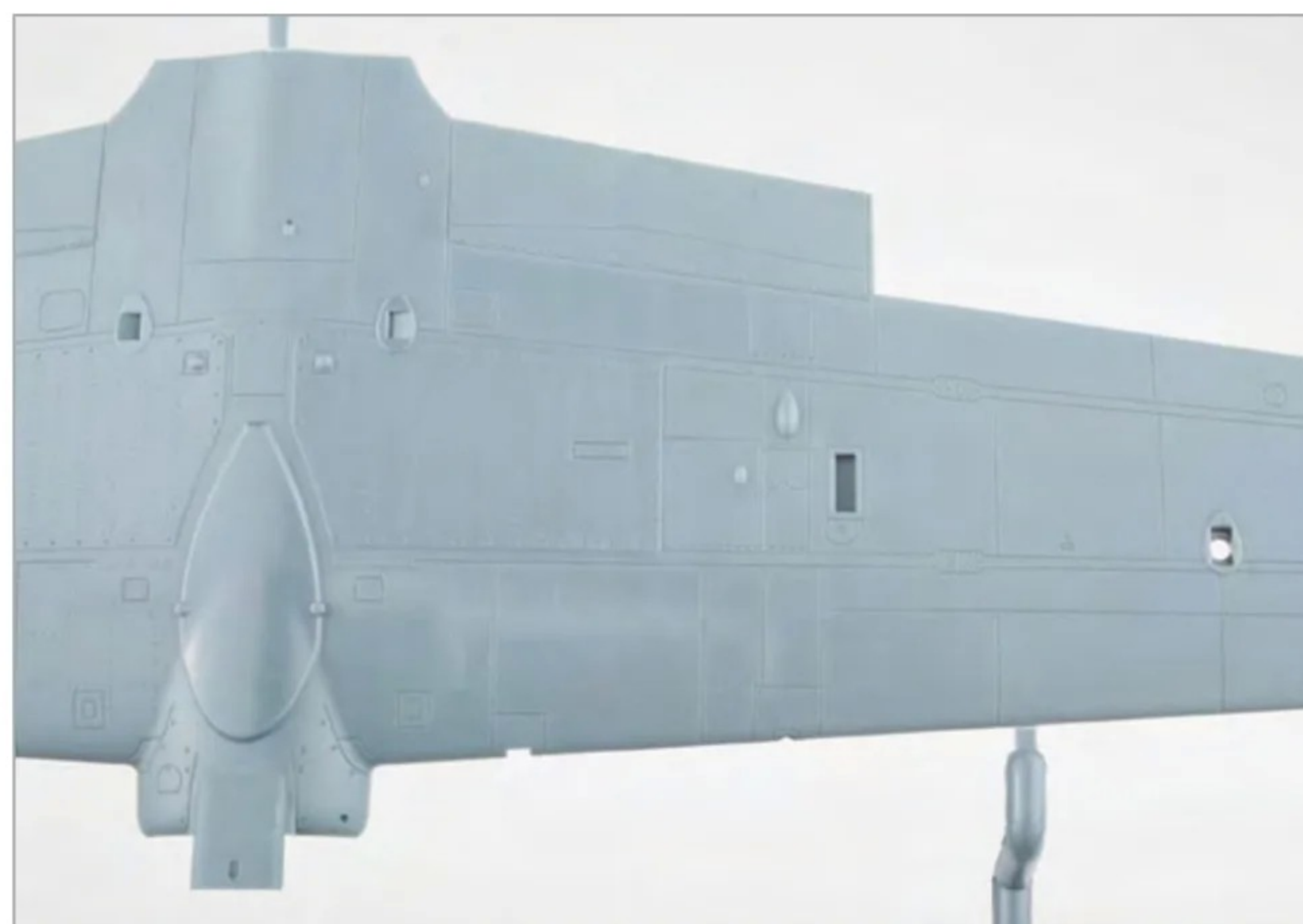
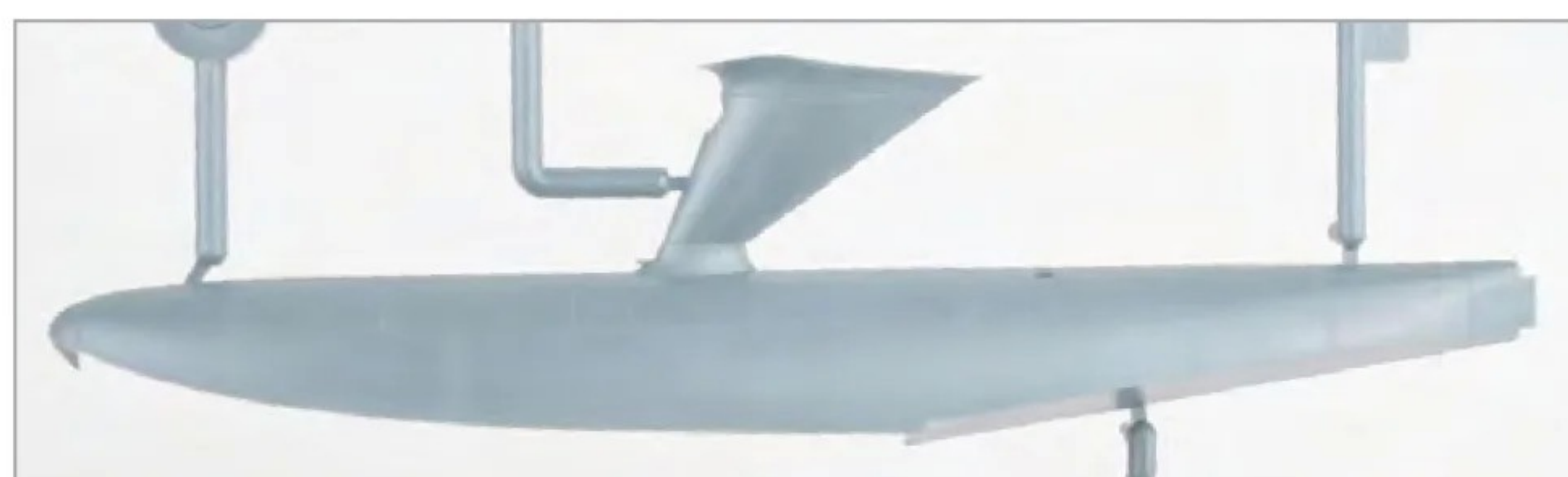
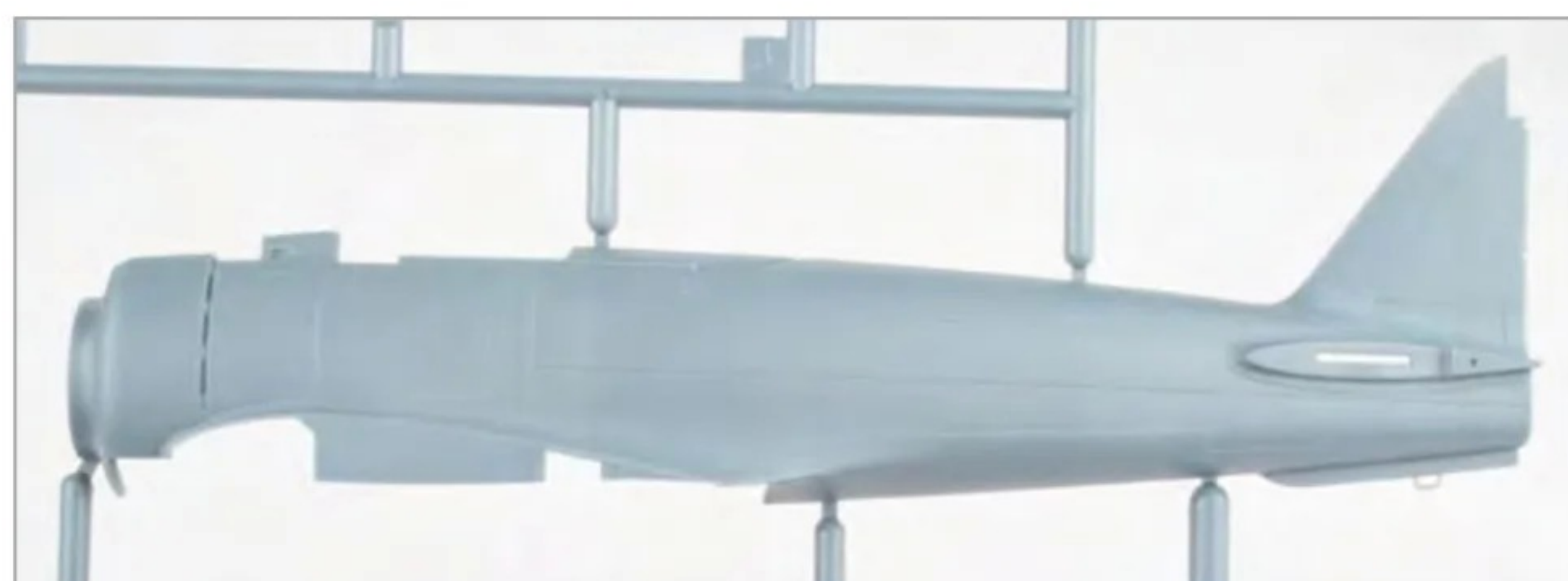


parts) are common to all of Eduard's Zero-related kits.

Changes to the wheeled A6M versions include the closed undercarriage bays and arrestor hook recess (these are moulded as such) plus attachment points on the wing underside for the floats. The latter comprise recesses for the 'outrigger' floats, while the central unit benefits from a raised mounting block that ensures a strong join.

The airframe choices available in this limited-edition boxing are:

- Y-161, Yokohama Kōkūtai, Tulagi Island, Solomon Islands, August 1942
- R-106, 5th Kōkūtai, Kiska Island, Aleutians, August 1942
- N1-118, c/n 15, Lt(jg) Keizō Yamazaki, Kōkūtai 802, Shortland Island, February 1943
- N1-112, Kōkūtai 802, Faisi-Poporang Base, Shortland Islands, February 1943
- V11-107, Kōkūtai 452, Bettobi Lake, Shumshu Islands, Kuriles, July 1943
- Y4-124, Kōkūtai 802, Emidj Island, Jaluit Atoll, Marshall Islands, October 1943
- ㇿ-106, Ens Jin'ichirō Ozawa, Sasebo Kōkūtai, Sasebo Air Base, Japan, September 1944
- 34-116, Kōkūtai 934, Ambon Island, Moluku Islands, March 1944





# MiG-23MLA *Flogger-G*



By: Clear Prop | Scale: 1/72 | Item no: CP72030 | Price: €36 | Web: [www.clearpropmodels.com](http://www.clearpropmodels.com)

## Is Clear Prop's 1/72 MiG-23 the best ever in the scale?

Clear Prop's first boxing of its new-tool *Flogger* replicates the MLA sub-type under the label of 'Expert', while two subsequent 'Advanced' kits emulate the MLAE-2 and ML/MLA respectively. Here, we focus on the initial product (CP72030), from which you can build an MLA in either Czechoslovakian, Soviet, or East German Air Forces markings.

This tooling is the most modular of all 1/72 MiG-23 kits and comes via ten grey styrene runners plus one clear. It is quickly evident that the fuselage will demand the utmost attention in its construction. Once

the nose section is completed, there are still fuselage sides, an underside part and another for the upper fuselage with integral wing glove sections (before you even tackle the vertical stabiliser).

Four different airframes are catered for on the decal sheets, three of which are devoted solely to stencilling... there's a lot of it, as markings for the weapons are included (read online for a full listing). The decals are printed on super-thin gloss carrier film, which is barely discernible. Although placement doesn't seem to be shown on the instructions, canopy seal decals

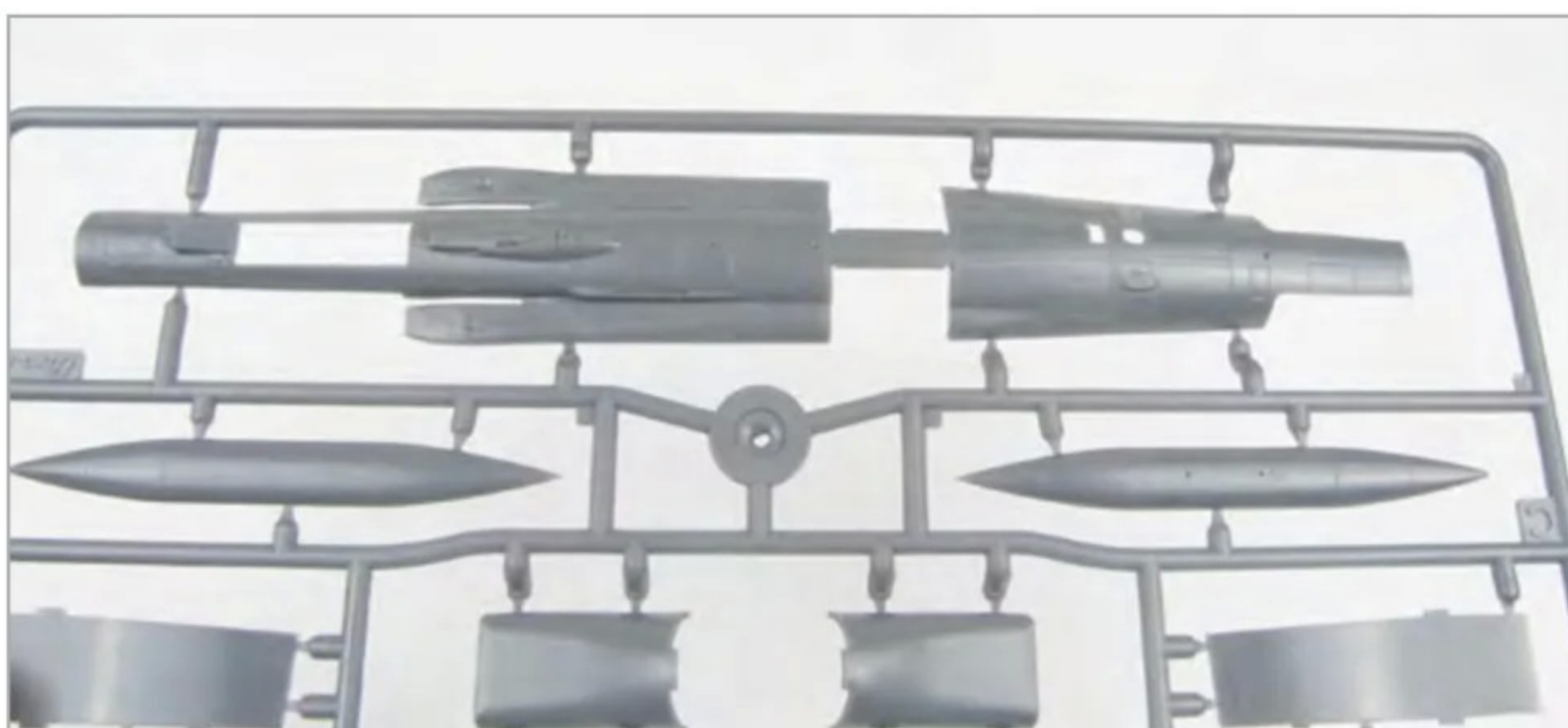
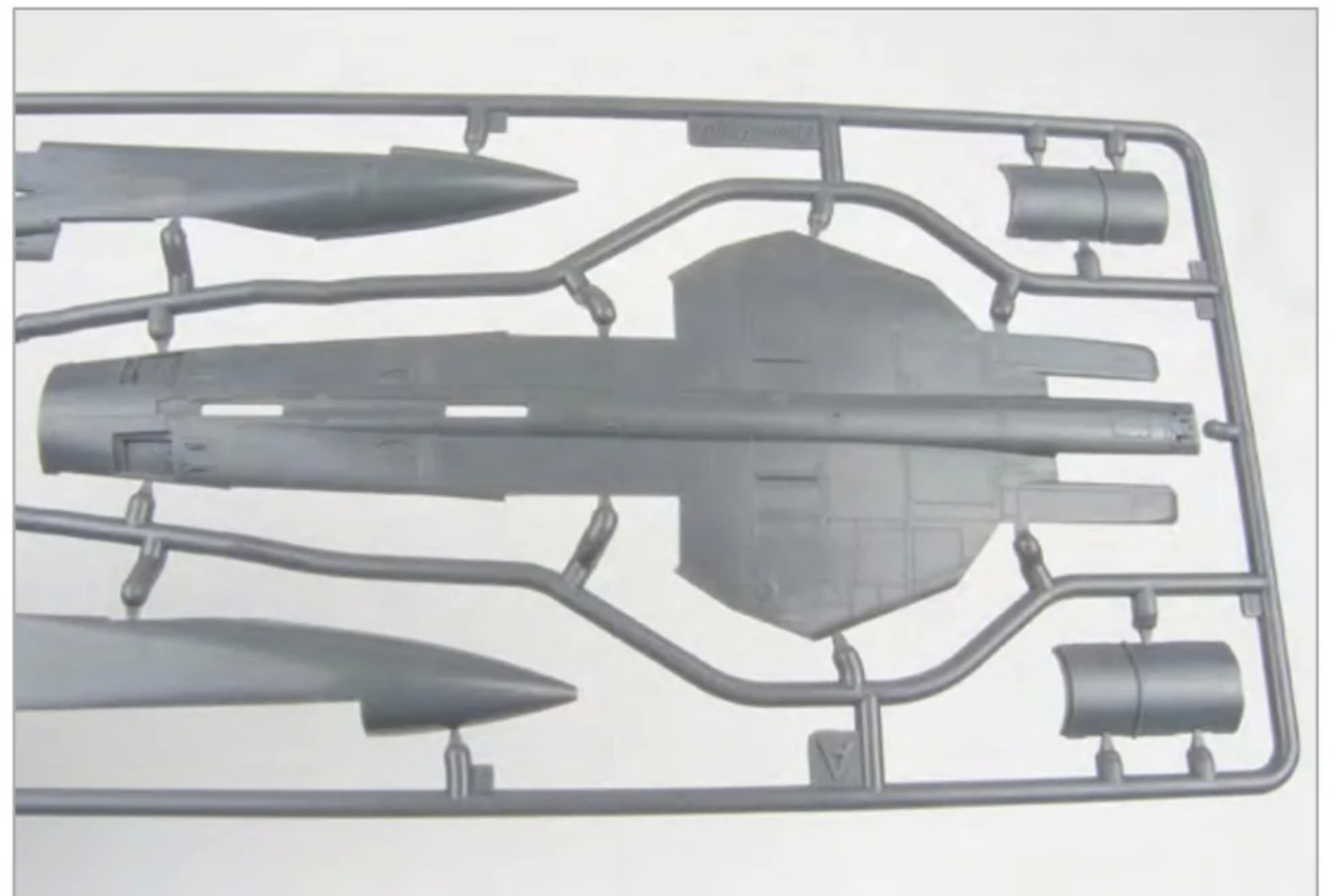
are also provided. The camouflage differs in colour slightly but all airframes wear a four-tone pattern over pale blue. The options are:

- Black 4850, 1.Stílnací letecký pluk, České Budějovice, Czechoslovakian Air Force, May 1983
- Black 3303, 41.Letka, 4.základna stíhacího letectva, Časlav, Czech Republic, September 1990
- Red 569, JG 9 'Heinrich Rau', East German Air Force, Peenemünde, East Germany, 1990
- White 31, 821 IAP, VVS, USSR, early 1980s

The kit is arguably the preserve of older modellers with more experience of mixed-media assembly. If that fits your bill, this detail-laden MiG-23 is a finely detailed option, but won't be a walkover in its assembly. The number of parts, quality and inclusion of PE is reflected in the price... but is it the best-ever MiG-23 in 1/72 scale? Almost certainly.

### Read more online

Further images, weapons details and scheme information can be found at: [www.keymodelworld.com/clear-prop](http://www.keymodelworld.com/clear-prop)







1

## Fw 190A-8 Standard Wings

By: Eduard Scale: 1/72

Item no: 7463 Price: £10.48

Web: [www.eduard.com](http://www.eduard.com)

Focke-Wulf's legendary Fw 190A is arguably one of the most kitted aircraft in the hobby; Eduard's offering, originally from 2015, is perhaps the best 1/72 option. The perennial appeal of the type is not lost on Eduard, which has released another 1/72 Weekend version of the Fw 190A, this time dubbed 'standard wings'. As the name implies, the weaponry comprises the usual two MG 151 20mm cannon in each mainplane. The parts are carried on two grey styrene runners and one clear, and due to the generic moulding, you will have useful items for the spares box, to employ on other sub-types (wheel hubs, night-fighter aerials, cockpit consoles, undercarriage doors and cockpit glazing, for example).

Four relatively well-known colour schemes are provided, one or two having already been present in previous boxings – but are nonetheless welcome. Three of these are for Reich Defence machines based on home soil, while the fourth is a Norway-based airframe. The liveries are:

- Red 1+1 *Hascherl 1*, Lt Hans Dortenmann, 2./JG 54, Villacoublay, France, June 1944
- Wk Nr 731078/Yellow 7 *Löwe*, Obfhr Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944
- Wk Nr 172733/Red 19 *Kölle alaaf/Edelgard*, Uffz Ernst Schröder, 5./JG 300, Lobnitz, Germany, October 1944
- Wk Nr 350185/Blue 9, Oblt Karl-Heinz Koch, Staffelkapitan 12./JG 5, Herdla, Norway, April 1945

The decals are sharply printed with plenty of detail, especially on the unit/personal markings. Swastikas are offered in segment and full forms.



2

## Messerschmitt Bf 109E-1/B 'Hit and Run Raiders'

By: Special Hobby Scale: 1/72

Item no: SH 72474 Price: €15.66

Web: [www.specialhobby.eu](http://www.specialhobby.eu)

Special Hobby's release of an all-new 1/72 Bf 109 in 2020 was always going to mean various re-boxings, with different parts and decals – it was a splendidly detailed kit, which is now available in a new package, 'Hit and Run Raiders'. This allows any Luftwaffe fan to build one of three different fast-attack Bf 109E-1/Bs, all three being retrofitted with the more angular canopy mainly seen on the E-4. Also supplied is a beautifully detailed centreline rack with four SC 50 bombs, all in resin. So-called 'whistler' units are also provided which can be attached to each bomb's tailfin. Other notable details include optional pilot head armour.

Varying amounts of mottle adorn the fuselage sides of all three airframes, and two sport yellow noses and rudders. The three aircraft are:

- Black 8 + –, Uffz Heinrich Brunsmann, 5./JG 77, Almyros airfield, Greece, April 1941
- Yellow 10, II./JG 54, occupied France, October 1940
- Black triangle + G, 2./JG 27 (previously LG 2), occupied France, November 1940

This is a useful re-working of Special Hobby's Bf 109, which eschews the traditional ace schemes in favour of specialist ground-attack airframes, all of which still have attractive liveries, and the parts are packed with splendid detail. This boxing costs €15.66 direct from Special Hobby and is also currently available in the UK at Hannants for £14.22.

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3

## RF-4E Phantom II

By: Italeri Scale: 1/48

Item no: 2818 Price: £39.99

Web: [www.hobbyco.net](http://www.hobbyco.net)

For several years, Italeri has been reissuing vintage ESCI toolings from the 1980s, but providing new markings. It did this in 2016 with its 1/48 RF-4E Phantom II – a kit that amalgamated original ESCI components with a new fuselage, wings and other parts moulded by Italeri. The same set of runners has just been re-released, accompanied by a large, handsome decal sheet offering stunning markings for five different Phantoms. All are flown by export users:

- RF-4E Kurnass, 490, 119 Squadron 'The Bats', Israel Air Defense Force/Air Force, Tel Nof, Israel, 1986
- RF-4E Kurnass, 496, 201 Squadron 'The One Squadron', Tel Nof, Israel, 2003
- RF-4E, 35+65, Aufklärungsgeschwader 52, Luftwaffe, 1998 NATO Tiger Meet, Cameri Air Base, Italy, 1988
- RF-4E, 69-7468, 173 Filo 'Safak', Turkish Air Force, Ostrava Air Show, Czech Republic, 2014
- RF-4E, 20267/2-6205, unknown unit, Islamic republic of Iran Air Force, Iran, 2014

There are much better 1/48 Phantoms out there but the choice dwindles when it comes to recce variants. This kit will suit two types of modeller: those not encumbered with the need to get every little detail correct, but simply want a pleasing scheme and finish. Others will be attracted to it if they enjoy rejuvenating vintage styrene and relish adding their own embellishments. The kit's large decal sheet will go a long way to ensuring a pleasing result, as it's superb.

Read more and view extra images online at:  
[www.keymodelworld.com/italeri](http://www.keymodelworld.com/italeri)





#### 4 Vultee Vanguard Mk.I/J 10

By: Dora Wings Scale: 1/48

Item no: DW48050 Price: £30.95

Web: [www.albionhobbies.com](http://www.albionhobbies.com)

Ukrainian firm Dora Wings has filled a gap in the market with its all-new 1/48 Vanguard Mk.I. It's a well-considered offering, with markings for an airframe in RAF colours, plus a demonstrator wearing Swedish national insignia and two notional schemes. The kit comes on seven runners, carrying impressively detailed parts but, in true limited-run fashion, no locating pins are present on the fuselage halves or wings, although exquisite panel line and rivet engraving is evident throughout. The cockpit is enlivened with photo-etched (PE) brass parts – seatbelts, control lever and instrument panel outer layer. In styrene, there are rudder pedals, a throttle unit, seat, a control column and radio for mounting behind the seat. Notably, a full wing spar is present, this being accompanied by a PE centre plate with lightening holes. There are also separate ailerons, composed of halves, and this format is also afforded to the vertical and horizontal stabilisers, rudder and elevators. The other real benefit is the engine, the Pratt & Whitney R1830 being well replicated via two full radial cylinder banks, valve push-rod arrays, an oil collector ring and reduction gear housing. Plenty of clarity is apparent with the transparencies, comprising a separate windscreen, canopy and two styles of rear glazing. Dora's decal sheet is superb, with thin, glossy carrier film. The airframes are:

- Vanguard Mk.I, BW208/BW209/BW210, Vultee factory, 1940
- J 10, Vultee factory, September 1940
- J 10, White 3, 1 Division, F 13, Swedish Air Force, Norrköping, 1943
- J 10, Yellow A, 3 Division, Swedish Air Force, Norrköping, 1945



#### 5 UH-2C Seasprite

By: Clear Prop! Scale: 1/72

Item no: CP72017 Price: €28

Web: [www.clearpropmodels.com](http://www.clearpropmodels.com)

Having provided a new-tool 1/72 Kaman Seasprite UH-2A/B in 2020, Clear Prop! has now kitted the twin-engined UH-2C airframe. As you'd expect from this manufacturer, it has raised the bar for models of this characterful 'chopper'. New airframe parts are provided, with the fuselage having a highly modular format. What appear at first to be rather basic seats are quickly transformed by photo-etched (PE) brass harnesses and side frames, there being a parts-packed fret also included. A beautifully detailed floor includes cyclic and collective levers, an excellent instrument panel with raised and recessed dials/bezels, plus rudder pedals. Also provided are an equally impressive overhead console, webbed passenger seats for the cabin – all with their own PE belts – and beautifully presented bulkheads. Main undercarriage bays are formed from multiple parts, while the landing gear features delicate wheel hub detail with integral tie-down rings, and separate PE tie-downs to equip the fronts of the legs – superb! Exterior surfaces are replete with super-fine engraved panel lines and rivets, plus in-scale raised features where appropriate. There are also PE parts for the tail rotor, and there's an accurate three-bladed unit supplied – main rotor blades are well-rendered items, with good facsimiles of the small aerofoil additions. The decal sheet appears well printed, with a decent level of opacity on the white markings, and thin, gloss carrier film. The individual machines are:

- 149780/06/UP, HC-1, USS *Kittyhawk*, 1970
- 150156/005/NP, HC-1 Det 7, USS *Hancock*, 1970
- 152202/006/NL, HC-1 Det 6, USS *Coral Sea*, 1969



#### 6 Bf 109G-14/AS

By: Eduard Scale: 1/48

Item no: 82162 Price: £24.61

Web: [www.eduard.com](http://www.eduard.com)

Czech manufacturer Eduard has extended its quarter-scale Bf 109 family with this G-14/AS in ProfiPACK format, matching the six styrene frames with a pre-painted photo-etched (PE) metal fret plus a self-adhesive canopy and wheel mask set. It offers all the relevant parts/features to represent the G-14/AS, such as the engine cowlings with its prominent curved panel line and side bulges, plus options for either the standard metal vertical tail, or the taller wooden unit. It also means there's a well-furnished cockpit, with choices of styrene, decal or PE instrument panels, plus alternative tailwheels, canopy, tyres and centreline drop tanks (this last item enables modellers to build the G-14/R-3/AS sub-type). Extra detail comes via the PE parts, such as a layered instrument panel, radiator mesh screens, seatbelts, rudder pedals, upper fuselage direction-finding loop and wing underside antennas. Full and segmented Swastikas are provided on the decal sheet, plus instrument panel dials as alternatives to the pre-painted PE versions. A separate, extensive sheet of stencils is also provided. Markings choices are:

- Green 1, Wk Nr 784938, III./JG 6, Bissel, Germany, January 1945
- Yellow 15, Wk Nr 783891, Fw Heinz-Paul Müller, 9./JG 300, Jüterborg-Damm, Germany, autumn 1944
- Yellow 1, Lt Walter Köhne, Staffelfkapitan 6./JG 11, Wunsdorf, Germany, October 1944
- Blue 17, Wk Nr 785185, Lt Heinz Schüler, 16./JG 5, Stavanger Forus, Norway, March 1945
- Wk Nr 785083, Sgt Magg Aroldo Burei, 1<sup>a</sup> Squadriglia, 1<sup>o</sup> Gruppo, Caccia ANR, Malpensa, Italy, April 1945





8



CR.32 Freccia

No 1438

1:72

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9

7

## Heinkel He 162A Spatz 'Captured Birds'

By: Special Hobby Scale: 1/72

Item no: SH72475 Price: €16.89

Web: [www.specialhobby.eu](http://www.specialhobby.eu)

Easily the best kit in the scale on its release, Special Hobby's sweet little Heinkel He 162A Spatz (Sparrow) has been reissued, but with an interesting decal sheet for four airframes test-flown by the Allies post-war.

If you haven't seen it before, the kit oozes quality, with three grey styrene runners and a small clear frame for the windscreen/cockpit glazing and gun sight. Many components are finely moulded, with delicate undercarriage legs, a properly scaled control column and even separate rudder pedals. Another satisfying feature is that the downturned wingtips are moulded in situ, so there's no struggling to achieve the correct anhedral as per individual items. It's also great to have the option of an open canopy with a finely moulded stay piece.

The schemes provided are for airframes operated by Britain's Royal Aircraft Establishment, the USA's Muroc Flight Test Base and the French École de l'Air at Salon de Provence. The final option is that of Soviet-flown example stationed at Ramenskoye in the USSR. All are accurate according to period photos of the real machines.

Note that sister brand CMK provides aftermarket upgrades such as open gun bays, an engine flanked by hinged-back cowlings and photo-etched metal details if you are that way inclined.

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8

## Arsenal-Delanne 10C 'D-AXWP'

By: Master-X Scale: 1/72

Item no: 7206.02 Price: €28

Web: [www.master-x.wz.cz](http://www.master-x.wz.cz)

Master-X's resin Arsenal-Delanne 10C kit is a limited run in terms of its production. The front wing and mainwheels are cast separately, but the remaining components – a combined fuselage and rear wing, vertical stabilisers, wing struts, seat, propeller, tailwheel and undercarriage legs – are all held by a large sheet of waste resin. It's a little like a vac-form kit, only with fully fashioned parts. The 'background' resin carrier sheet is approximately 0.5mm thick, so much of the preparatory work involves removing the parts from the sheet and neatening them. But this will be no more challenging than removing modern resin pieces from casting blocks – if anything it'll be easier, although a scalpel and razor saw will be required, as you'd expect. You'll also have to exercise your file on the cockpit canopy mounting walls.

No true instruction sheet is provided, just a double-sided sheet offering colour four-view drawings and, on the flip side, two useful period black-and-white photos showing the actual livery. Studying these and other reference images reveals that Master-X appears to have designed the airframe with the fixed version of its main undercarriage, as opposed to the later retracting variety. On the decal sheet, the white codes and swastika backgrounds have reasonably good opacity. Swastikas are printed in segmented form, with one half already incorporated with the white circular background. The red trim on the cowlings is in decal form too, so you just need to match the correct shade of red for painting the adjacent propeller spinner.

9

## Fiat CR.32 Freccia

By: Italeri Scale: 1/72

Item no: 1438 Price: £16.99

Web: [www.hobbyco.net](http://www.hobbyco.net)

Reworked as part of Italeri's Historic Upgrade series, the ex-Supermodel CR.32 returns to mark 100 years of Italy's Aeronautica Militare.

It's fascinating to see how Italeri has 'renovated' certain components, by placing them alongside the Supermodel's originals. Evident immediately is that the halved fuselage is now offered as halves plus a new, separate upper engine cowlings sporting lovely detail. Fine louvred grills and delicate panel lines are other benefits. The tailwheel unit moulded integrally with both fuselage halves has also been reworked to look more accurate and refined.

This new Italeri boxing comes with one of the firm's 'super decal' sheets, carrying markings for five different airframes:

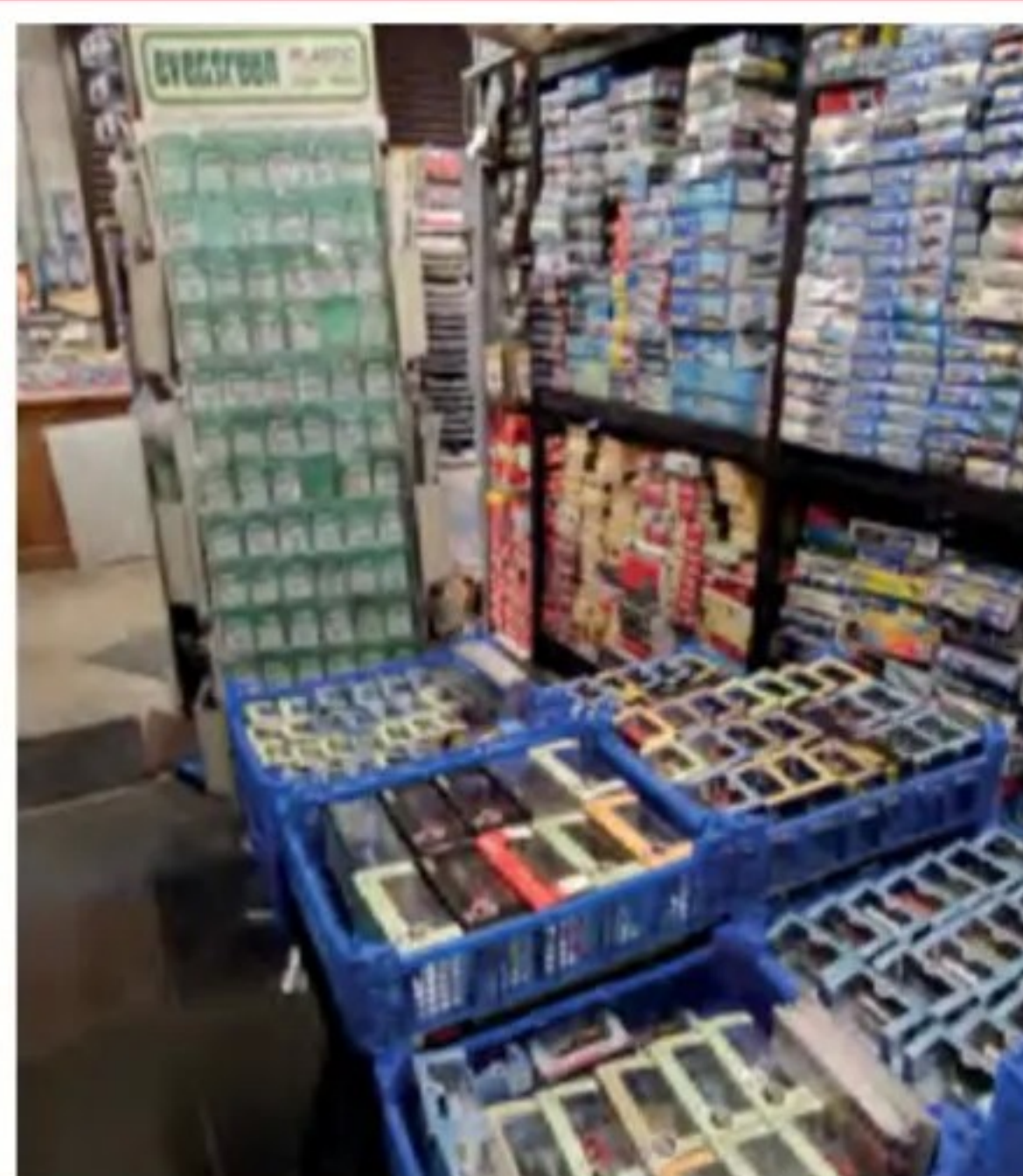
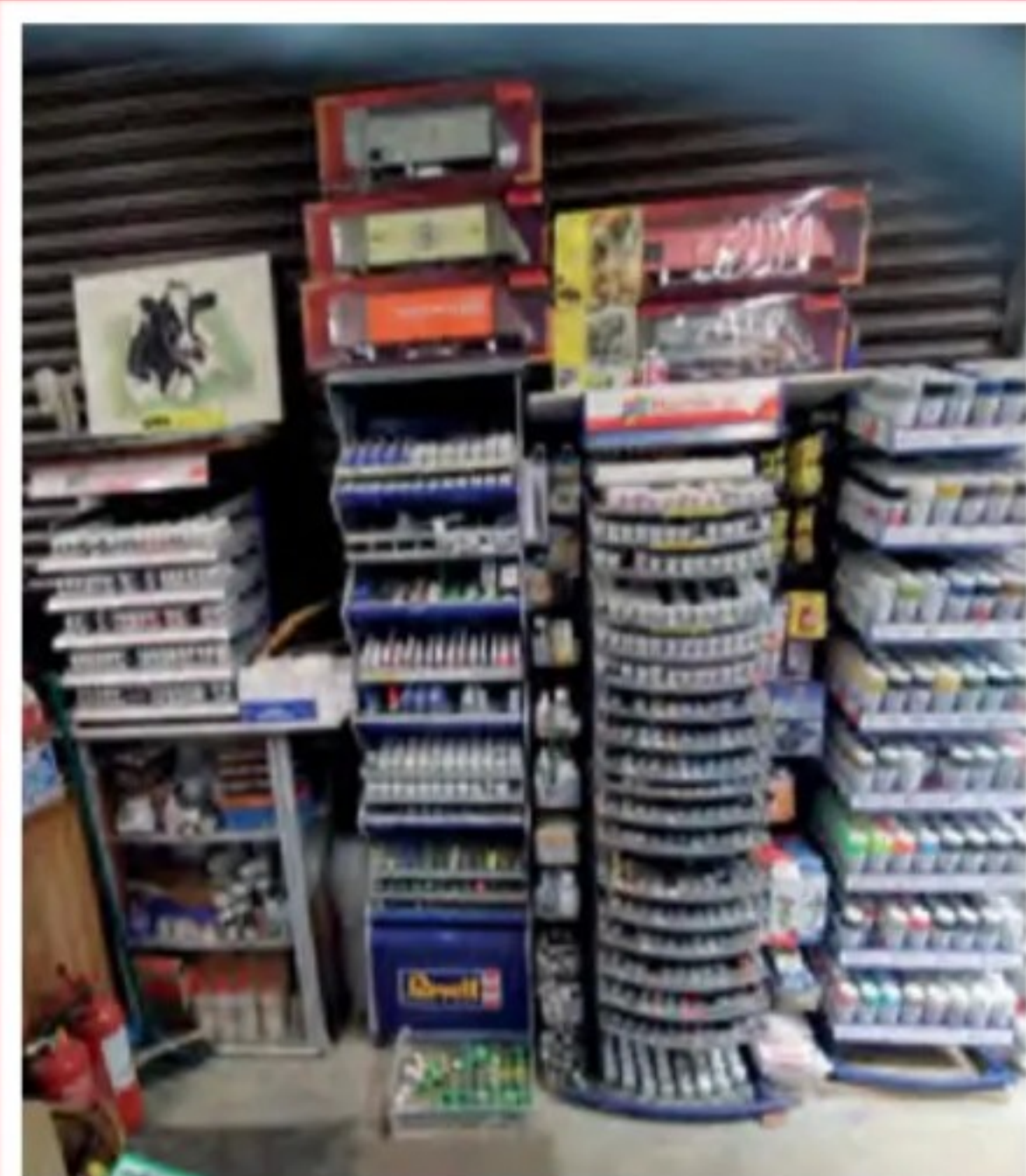
- CR.32, MM 3817, Michele Grandinetti, 4° Stormo Caccia, Regia Aeronautica, Gorizia-Merna airfield, 1935
- CR.32, MM 3172, 85-7, 85a Squadriglia, 18° Gruppo, 3° Stormo Caccia, Regia Aeronautica, Turin-Mirafiori, August 1936
- CR.32, MM 232 Monico Presente, 1ª Escadrilla de Caza, Aviacion Del Tercio, Talavera de la Reina, September 1936
- CR.32, 155a Squadriglia, 3° Gruppo, 6° Stormo Caccia, Regia Aeronautica, Alghero, 1940
- CR.32 bis, V-196, Pilot Training School, Hungarian Air Force, Veszprem, spring 1942

Certain re-releases of other manufacturers' products by Italeri occasionally miss the mark, but that's not the case here. The structural improvements are well considered and the choice of liveries is pleasing. Ultimately, this is a fine option for biplane fans or modellers keen on Italian Air Force subjects.



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**1/48**



2



1



2

## Austin 1918 Pattern Japanese Service

By: MiniArt Scale: 1/35  
Item no: 39019 Price: £52.99  
Web: [www.creativemodels.co.uk](http://www.creativemodels.co.uk)

The latest iteration of MiniArt's splendid Austin Armoured Car features 1918-series vehicles operated by the Imperial Japanese Army. It's labelled as an Interior Kit, so there are 17 styrene runners, all packed with finely moulded parts – for the modeller, this means there's a wealth of detail on offer, and while the assembly does appear complex in places, there's a fully detailed engine and a sumptuously appointed driver and gunners' compartments. It also benefits from fully fitted turret interiors, including two superb Type 3/Taishō 14 machine guns (Hotchkiss Mle 1897 derivative). A small photo-etched brass fret supplies smaller fittings, plus add-on armour plates/reinforcements. Best of all, MiniArt provides separate engine panels to allow the powerplant to be viewed, while the upper armoured shell can be left unglued, allowing it to be removed to display the interior; even if this is secured, all hatches can be posed open. The vehicle's suspension is replicated faithfully, with finely moulded leaf-sprung bound plates and convincing axle mounting brackets. MiniArt supplies the tyres with the exterior wheel rim moulded integrally – the inner side comes on a separate hub, which features well-rendered spokes. There are five schemes, four of which wear distinctive black-edged disruptive camouflage, although the tones vary:

- White T, Imperial Japanese Army, January 1919
- Imperial Japanese Army, Vladivostok, 1920
- Imperial Japanese Army, Japan, 1920s
- Imperial Japanese Army, Land Forces Automobile School, Japan, 1920s
- Imperial Japanese Army, China, 1930s



3

3

## Tiger I Early Production 'Tiki'

By: Dragon Scale: 1/35  
Item no: 6885 Price: £74.99  
Web: [www.hobbyco.net](http://www.hobbyco.net)

Dragon has updated its 2018 Tiger I Early Production *Tiki* by replacing the previous iteration's DS Styrene single-length tracks with Magic Track individual-link alternatives. Otherwise, this is the same product (other than the packaging); for modellers, this means there are 23 styrene runners, but almost a third of the parts will be consigned to the spares box. These components are joined by a separate lower hull plus four photo-etched brass grilles for the engine deck and a single fret with air intake duct side panels, road wheel hub covers and cooling fan surrounds. Despite the large parts count, there are minimal interior fittings: a full-length main cannon (including spent case catcher), hull and coaxial machine guns, engine radiator and cooling fans plus turret-ring seats for the gunner and commander.

Dragon's attention is firmly on the exterior, and appears to have nailed the appearance of an early production Tiger – even the nuances of the mantlet and turret bin used on 'Das Reich' machines are included. In all, there's a huge amount of detail, enabling modellers to build most early production vehicles if the unused parts are taken into account. Markings options are unchanged, with four schemes for the tank named *Tiki*:

- White S34 *Tiki*, SS Pz.Reg. 2 'Das Reich', Battle of Kursk, July 1943
- White 833 *Tiki*, 8./SS Pz.Reg. 2 'Das Reich', May 1943
- White 812 *Tiki*, 8./SS Pz.Reg. 2 'Das Reich', award ceremony, April 1943
- Black 812, 8./SS Pz.Reg. 2 'Das Reich', Third Battle of Kharkov, February 1943

1

## AEV-3 Pionierpanzer Kodiak

By: Border Models Scale: 1/35  
Item no: BT-011 Price: £79.95  
Web: [www.albionhobbies.com](http://www.albionhobbies.com)

Border Models surprised many modellers by following its splendid Leopard 2A5/A6 with the AEV-3 Kodiak Armoured Engineering Vehicle. This new Kodiak kit shares 13 styrene runners with its predecessor, predominantly for the tracks, running gear and suspension (five each of Runners M and N, plus a pair of Runner P), with Runner U providing common hull fittings. Additionally, small sections of two frames (S and T) are included; these supply the rear hull plate, engine grilles and the cupola armament, while a modified frame supplies lower hull parts (also common to the Leopard 2). Changes are addressed with the provision of two styles of split casemate, plus the articulated excavator armature, which is sandwiched between the two casemate sections. Containers for different armature tools, such as augers, are mounted on the rear decking and there are different configurations for Swiss or German Kodiaks. The individual link tracks are complex arrangements, with three pieces per link, but curiously there is no mention of the handy jig (supplied on Runner X, which is common with the Leopard 2 kit) in the instructions. There's also the later-style side skirt (with the footrests below the bottom edge) and a complex arrangement of smoke grenade dispensers. Border makes a clear distinction between the Swiss and German variants, notably on the exquisitely detailed excavator bucket, armature and dozer blade. Two schemes are provided, although both wear standard NATO three-tone disruptive camouflage:

- White 373, 11th Armd Sapper Bn, 11th Mech Bde, Swiss Army, Chur, Switzerland
- Demonstration vehicle for German Army, 2020





4

### StuG. III Ausf.G 1945 Alkett Prod.

By: MiniArt Scale: 1/35

Item no: 35288 Price: £57.99

Web: [www.creativemodels.co.uk](http://www.creativemodels.co.uk)

Ukraine's MiniArt has grown its revered 1/35 StuG. III family with an Alkett-produced 1945 Ausf.G model. This features the later, curved Saukopf mantlet to join the superb individual-track links, but hasn't a full interior. That said, there is still much to work with, such as the entire gun breech, a torsion-bar suspension system and detailed fighting compartment walls. This package supplies fresh markings: six different Ausf.Gs are represented, although just two have unit information provided, both equipping the 9th Panzer Division Hohenstaufen in Hungary's Balaton area during spring 1945. MiniArt has stuck to its usual format of combining splendid detail with a high parts count – this won't suit everyone, but for those who don't mind lengthy builds, it's military modelling bliss. Notable inclusions are clear-moulded vision blocks for the turret and a busy gun breech with sight unit. Photo-etched (PE) brass parts include mesh screens for the engine deck, a retaining strap for the gun travel lock and various handles and brackets. The larger of the two PE frets holds a full array of schürzen side-skirt armour plates, these all having individual hanging brackets. Interestingly, just the looped ends of the towing cables are provided (plus PE retaining brackets), although all tools are moulded separately and have individual PE brackets, while the spare wheel on the engine deck has separate mounting rods. All six StuG options wear three-tone camouflage (Dunkelgelb, Olivgrün and Schokobraun) in different patterns. Vehicle numbers are Black 711, Black 701, White 815, Black 121, Red 124 and Black 116.



5

### S.E.Pkw Kfz 70 with Zwillingssockel 36

By: ICM Scale: 1/35

Item no: 35503 Price: £35.80

Web: [www.hannants.co.uk](http://www.hannants.co.uk)

ICM's latest boxing of its Horch 108 Type 40 marries the parts from the original boxing (35505) with those from the firm's Zwillingssockel 36 (35714) to recreate a less-well-known version of the vehicle that could be used for anti-aircraft or fire-support roles. There are eight styrene runners in total (including one dedicated to the Zwillingssockel 36) and the vehicle components are unchanged, so modellers have plenty of detail to savour. This includes a superb V8 engine, complete with full transmission and driveshafts, while the type's robust wishbone suspension is also captured faithfully. Neat touches abound, from the vehicle's rifle holders (with six examples of the Kar 98k rifle included) to a full complement of mechanic's tools for the front mudguards. However, the twin-machine gun mount is arguably the real highlight and ICM has to be commended for replicating the complex mount and pantograph-type sighting mechanism, which can be posed in either the stowed or firing modes. The attention to detail is excellent, from the ammunition canisters to the mount's 'breastplate' (note, this version has both MG 34s without their stocks, giving the gunner extra room to move). Three schemes – two Luftwaffe and one Wehrmacht – are supplied; the first is overall German Grey, while the second is German Grey with disruptive Dark Yellow camouflage and the third is overall Dark Yellow:

- WL383200, Russia, autumn 1942
- WH428117 Pik, Sapper PI, s.Pz. Abt. 501, Tunisia, 1943
- WL400450, Russia, summer 1943



6

### Flakpanzer IV Ostwind

By: Italeri Scale: 1/35

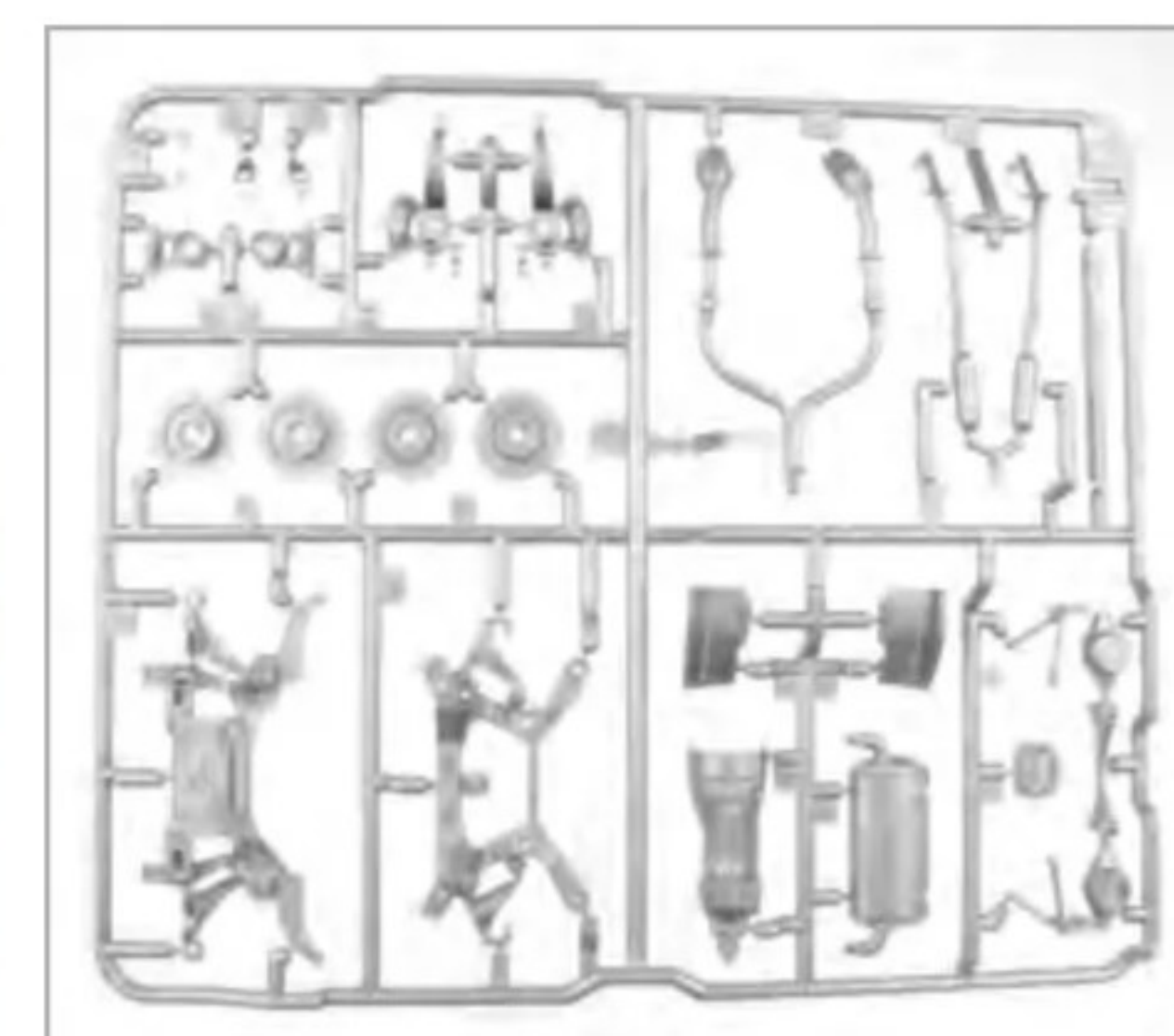
Item no: 6594 Price: £39.99

Web: [www.hobbyco.net](http://www.hobbyco.net)

While Italeri's Ostwind appears a straightforward re-release, a closer examination reveals that the contents have been upgraded significantly. As before, it shares frames with the firm's Panzer IV Ausf.H, but runners from that kit's 2012 refresh (6486) are included, giving modellers a choice between vinyl band-style and link-and-length tracks, plus replacement running gear. Additionally, Runner C has been modified with a new rear hull plate that has a more accurate representation of the idler wheel axle housing, plus hatches for the driver and radio operator/hull gunner. Moulding appears crisp throughout the seven styrene runners and – unlike other Italeri offerings – there's no discernible difference in quality between the 'old' and 'new' parts, although that there are sink marks on thicker items, such as the suspension arms. The flak gun is unchanged from the original release, being Runner A from Italeri's Flak 43 kit (363), albeit missing the three-legged base mount. Detail appears to match reference photos of this later variant of the 3.7cm gun, including the 8-round ammunition clips. Highlights include the thinned upper side panels on the keksdose (biscuit tin) turret (arguably one of the best representations of this distinctive structure) and individual track links, while a mesh is supplied for the Flak 43 shell-catcher 'basket'. Markings are supplied for two prototype vehicles, the first in standard three-tone disruptive camouflage and the second with a disc-type 'ambush' scheme. Markings are basic, with just Balkenkreuz for the hull and turret, plus what appear to be kill markings for the front turret plate.



# Nissan Z



By: Tamiya | Scale: 1/24 | Item no: 24363 | Price: £46.99 | Web: [www.hobbyco.net](http://www.hobbyco.net)

## New-tool Tamiya Nissan Z

Japanese manufacturer Nissan's globally popular Z series of sports cars began in 1969 with the Nissan Fairlady Z, with the seventh and latest being the Nissan Z (RZ34) now reproduced in 1/24 scale by Tamiya.

In the firm's usual format, the runners are moulded in different colours to (mostly) echo the shades used on the real car's sub-assemblies. Here, a white runner holds parts such as the floorpan, front and middle layers of the seats, doorcards and front bumper section. Also moulded in white, separately, are the bodyshell and its lower rear panelling. This is a kerbside model, so no engine is provided, but you do get full transmission/driveshaft, brake and steering units, plus exhaust system; most of these components are carried by a matt metallic runner. Three black frames offer items such as the roof and rear window surrounds, suspension and

wheels, plus the interior tub, seat rear portions, dash and steering wheel. The double-stem, five-spoke wheels are also detailed superbly and have treaded rubber tyres to wrap around them.

Tamiya is famed for its fidelity with the real machines and nothing has changed here. It's impressive how the firm has rendered the interior trim with its complex shapes, while the whole dashboard unit is a triumph of design. Not a single mould line is visible on the main bodyshell and the door/rear hatch shut lines are admirably fine. No blemishes are evident on the clear parts and, pleasingly, Tamiya has moulded the heating element into the rear glazing. In terms of finish, Tamiya supplies chrome transfers for all three rearview mirrors, plus front/rear marque badges. The main waterslide sheet includes decals for the dash, registration plates and alternative sun visors, while

the inclusion of tape masks for the glazing and lights makes life easier for modellers. Tamiya's instantly recognisable logo may have two stars, but it's a firm five-out-of-five for its Nissan Z.





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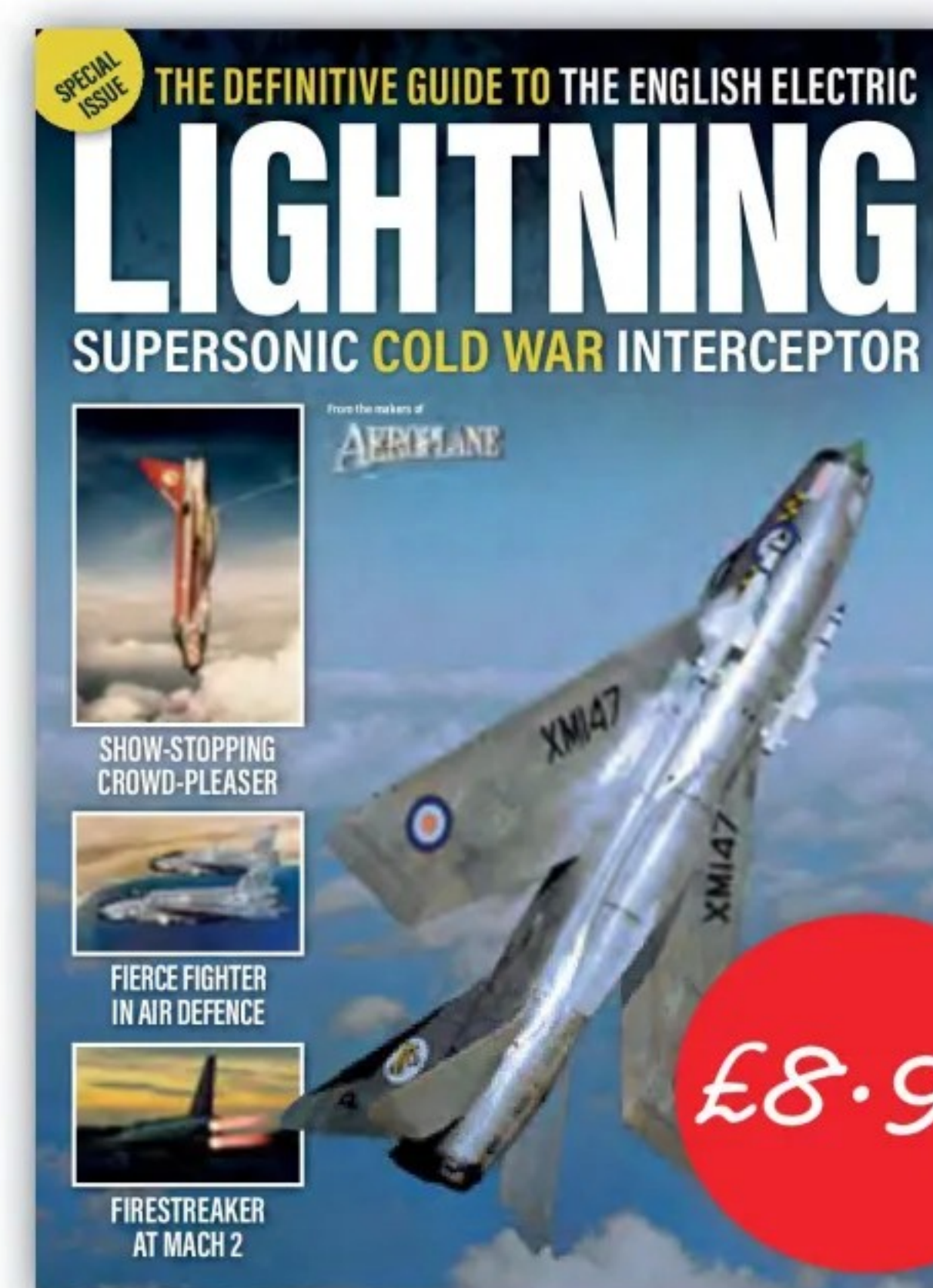
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1

## US Pacific Battles Iwo Jima Sherman Tanks

By: Star Decals Scale: 1/35

Item no: 35-C 1366 Price: \$9

Web: [www.star-decals.net](http://www.star-decals.net)

Swedish decal designer Star has issued interesting schemes for US Marine Corps Sherman variants in 1/35 scale. This fine selection of vehicles features five tanks of the M4A2 and M4A3 varieties, with full or partial wading stacks. A thoughtful inclusion on this sheet is that of USMC titles with badges for uniforms on figures, along with target clock markings and 'TARGET CLOCK/PHONE/PUT PHONE BACK' titles, as some Shermans were equipped with such gear. Track types are also noted where applicable.

Many manufacturers produce 1/35 M4A2/A3 Shermans, such as Italeri, Dragon, Academy and Asuka Model, although you'll need to check your references and the kit parts to ensure mid-production features. Other neat features include notes (where available) regarding the equipment fit on specific vehicles, along with comments on whether photographic evidence is available for all sides of each Sherman. As is the norm for this manufacturer, all the decals are printed on matt carrier film, so it's advisable to overlay them on a gloss surface. The printing quality and colour density are good, though. The choices are:

- M4A3, Yellow 53 *Doris*, 4th Marine Tk Bn, February 1945
- M4A3, Yellow 41 *Cairo*, 4th Marine Tk Bn, February 1945
- M4A2 mid-production, 72540/Yellow 7 *Ann*, 3rd Marine Tk Bn, February 1945
- M4A2 mid-production, 100493/White 96 *Demagog*, 3rd Marine Tk Bn, February 1945
- M4A2 mid-production, 72540/Yellow 14 *Adder*, 3rd Marine Tk Bn, February 1945



2

## Fw 190A-4/5

By: EagleCals Scale: 1/32

Item no: EC32-179 Price: \$26

Web: [www.eagle-editions.com](http://www.eagle-editions.com)

If you're planning builds of the German Focke-Wulf Fw 190A-4 and/or 190A-5, US decal firm EagleCals has a fresh set of four different liveries in 1/32, 1/48 and 1/72 scales that are well worth considering. The quartet of schemes represents airframes flown during the 1942-44 period on the Eastern and Western Fronts. Interestingly, EagleCals has chosen to represent aircraft flown mostly by lesser-known Luftwaffe pilots, although there is one notable member of the high-scoring 'Experten' (Ace). Two separate, same-size sheets are provided, one carrying the main unit artwork, identification and victory/kill markings plus the black sections around the exhausts (these are for the JG 2 machines), while the other holds the national insignia (Balkenkreuz plus segmented Swastikas) and stencilling sufficient for a single airframe. The quality of printing is top-notch, with thin, gloss carrier film and well-defined detail. This set is also available in 1/72 and 1/48 scales, priced at \$17 and \$21 respectively. The four markings options are:

- Fw 190A-5, Yellow 11, 3./JG 26, Soviet Union, spring 1943
- Fw 190A-4, Black 11, Gerhard Thyben, 5./JG 54, Soviet Union, May 1944
- Fw 190A-4, White 4, Georg-Peter Eder, 7./JG 2, Vannes, France, January 1943
- Fw 190A-4/U7, Wk Nr 2472/White Chevron Triangle, Egon Meyer, III./JG 2, Vannes, France, post-November 1942

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3

## Ukrainian Fulcrums MiG-29

By: Foxbot Decals Scale: 1/72

Item no: 72-061 Price: £12.69

Web: [www.foxbot.com.ua](http://www.foxbot.com.ua)

Foxbot has released various new schemes for Ukrainian MiG-29s. It's *Fulcrum* central here, courtesy of 19 different liveries, all non-digital pattern airframes from as early as 1994. Extra interest comes via unit/arm of service badges, personal décor and even a sharkmouth-adorned aircraft. Three two-seaters are also present.

- MiG-29 9-12, Yellow 04, 100th Naval Ftr Avn Regt (NVAP), Saki, 1995
- MiG-29 9-12, Yellow 10, 100th NVAP, Saki, 1994
- MiG-29 9-12, White 22, 92nd VAP Vasilkiv, 1995
- MiG-29 9-12, Blue 30, 85th Guards VAP (GVAP), Starokostyantyniv, 1997
- MiG-29 9-13, White 04, 114th Tac Avn Bde (BrTA), Ivano-Frankivsk, 2005
- MiG-29 9-13, White 26, 40th BrTA, Vasilkiv, 2008
- MiG-29 9-13, White 19, 40th BrTA, Vasilkiv, 2016
- MiG-29 9-13, Red 21, 85th GVAP, Starokostyantyniv, 1994
- MiG-29 9-13, Blue 28, 9th BrTA, Ozerne, (Zhytomyr), 2006
- MiG-29 9-13, Blue 30, 9th BrTA, Ozerne, (Zhytomyr), 2006
- MiG-29 9-13, Yellow 28, State Scientific and Testing Center, Kirovske, Crimea, 2007
- MiG-29 9-13, Blue 43, 642nd GVAP, Martynivka, 1998
- MiG-29 9-13, White 35, 40th BrTA, Vasilkiv, 2008
- MiG-29 9-13, White 55, 114th BrTA, Ivano-Frankivsk, 2012
- MiG-29UB (9-51), Blue 61, 642nd GVAP, Martynivka, 2002
- MiG-29UB (9-51), Blue 65, 642nd GVAP, Martynivka, 2001
- MiG-29UB (9-51), White 91, 92nd VAP, Vasilkiv, 2008





4

## Boeing P-8A Poseidon MRA.1 in RAF Service

By: Air-Graphic Scale: 1/72

Item no: AIR72-022 Price: £17.50

Web: [www.air-graphics.co.uk](http://www.air-graphics.co.uk)

Intended to accompany Air-Graphics' 1/72 Poseidon MRA.1 kits or a converted Big Plane Kits version, this decal sheet provides all the modeller needs for an RAF Poseidon airframe markings-wise. The handy booklet/placement/painting guide provides the correct airframe colours (accompanied by notes where applicable) and matches them with paints from Xtracolor, Hataka, LifeColor and Tamiya. Some information appears shared with the conversion set as it shows where resin 'lumps and bumps' are located on the airframe, but the big bonus is three pages of walk-around photos – covering much of the aircraft – which will be a boon for modellers. Full stencils are supplied for a single airframe, with markings for all nine RAF airframes based at RAF Lossiemouth:

- ZP801/01 *Pride of Moray*
- ZP802/02 *City of Elgin*
- ZP803/03 *Terence Bulloch DSO\* DFC\**
- ZP804/04 *Spirit of Rekjavik*
- ZP805/05 *Fulmar*
- ZP806/06 *Guernsey's Reply*
- ZP807/07 *William Barker VC*
- ZP808/08
- ZP809/09

Printed by Fantasy Printshop, the decals are impressively thin, with minimal 'spare' gloss carrier film (although this will require careful handling to prevent the numerals from curling once separated from the backing sheet). Colours and opacity appear spot on and the stencilling appears mostly legible. There's also a commendable representation of the metallic windshield frame and air-refuelling panel.

5

## F-16 Press to Test Anniversary

By: Two Bobs Scale: 1/48

Item no: 48-281 Price: \$16

Web: [www.twobobs.net](http://www.twobobs.net)

US decal designer Two Bobs now offers the means to represent three attractive and decidedly non-standard F-16s in 1/48 scale. The theme of this sheet is that of USAF Test Pilot School (TPS) F-16s, two being marked specially to celebrate anniversaries of 'Chuck' Yeager breaking the sound barrier in 1947. Home of the USAF TPS, Edwards Air Force Base, holds its annual Open House event to coincide with the anniversary each year, usually adding special markings to one of the aircraft in its fleet. Here, both single- and two-seat 'Vipers' wear colourful tails, marking the 70th and 75th anniversaries, respectively. However, the unrelated bonus – and far more colourful – option is that of the TPS's F-16D Block 30 Variable In-Flight Simulator Test Aircraft (VISTA). This much-modified airframe has incorporated the MATV engine nozzle in its use as a flying testbed. Its new livery is provided here, with White, FS 15044 Insignia Blue and FS 12197 International Orange accents, plus special artwork on the vertical stabiliser, spine and air intake sides. Besides the main sheet (which carries the predominant markings and various stencils, refuelling receptacle décor and national insignia), another smaller offering has walkway lines and more receptacle markings to cater for Kinetic's F-16s. The airframes in detail are:

- F-16D Block 30, 86-0047/ED, 70th anniversary, October 14, 2017
- F-16C Block 42, 88-0456/ED, 75th anniversary, October 14, 2022
- X-62 (F-16D Block 30), 86-0048 VISTA, July 2021



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6

### P-38J Lightning

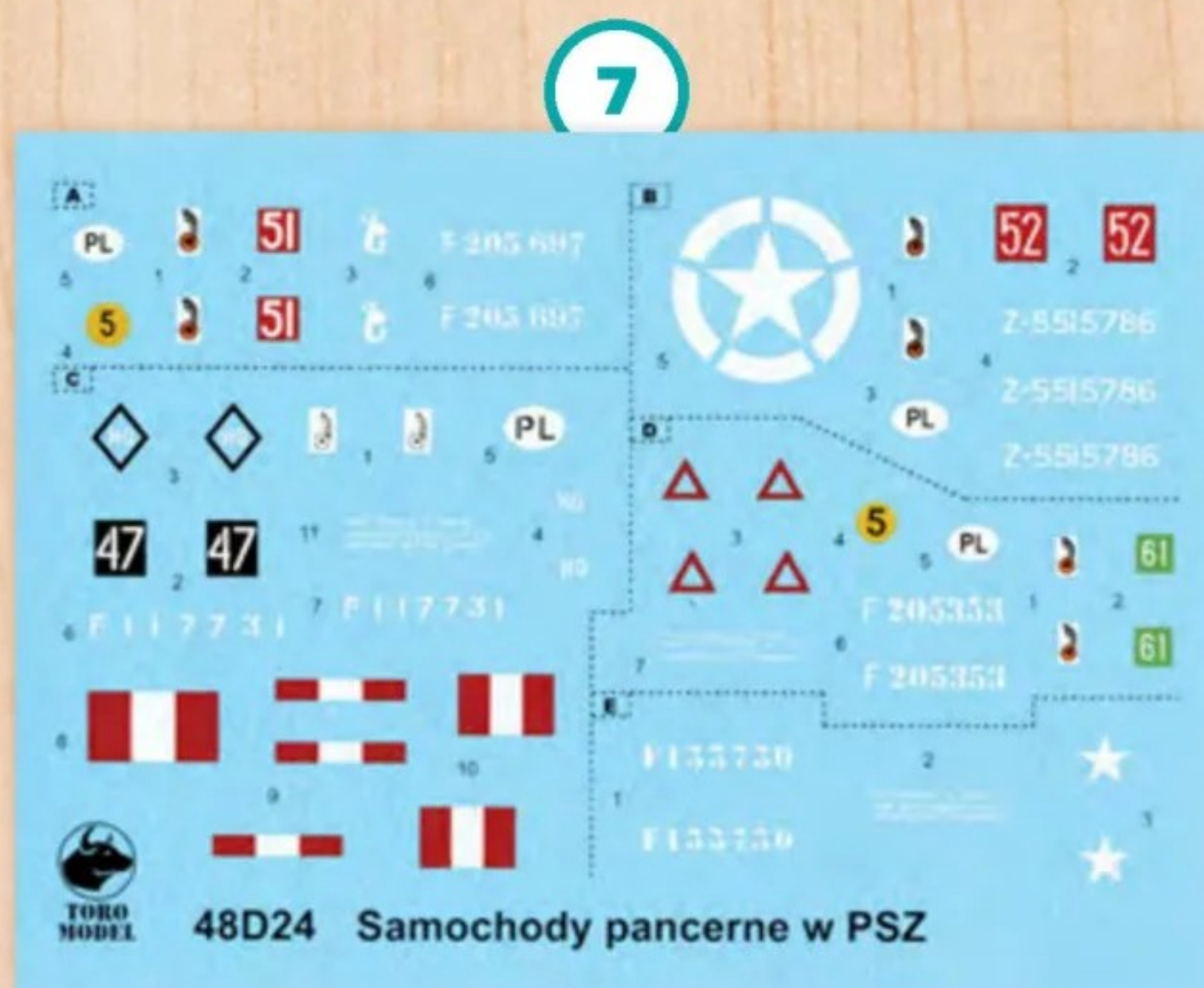
By: Iliad Decals Scale: 1/48

Item no: 48043 Price: \$14

Web: [www.iliad-design.com](http://www.iliad-design.com)

Iliad's just-released decal set is definitely worth considering if you plan to build Lockheed's P-38J in 1/48 scale, providing five excellent options for European and Pacific Theatre examples. Interesting choices include two well-known Lightnings from the 20th Fighter Group based at Kings Cliffe, plus a 7th Fighter Group airframe in an experimental intruder livery of Medium Sea Grey upper surfaces and Black undersides. It's pleasing to have a selection of camouflaged and natural metal airframes represented, as well as the presence of nose art, which always adds a dash of colour to a build. Note, this set does not include airframe stencilling and/or walkway lines, so modellers will need to use the kit decals. The decals themselves are super-thin and printed on gloss carrier film, so should adhere splendidly if placed over gloss paint/varnish. The colouring is strong and the markings appear to have decent opacity, notably on the extensive white areas. Here are the schemes:

- 43-28408/R *Gentle Annie*, Col Harold Rau, 79th Fighter Squadron, 20th Fighter Group, Kings Cliffe, Northants, UK, June 1944
- Black 7, Lt Ken Ladd, 80th Fighter Squadron, 8th Fighter Group, New Guinea, late 1944
- *Miss Ann*, 7th Fighter Group, UK, March 1944
- 42-67717/LC-E *My Dad/Til We Meet Again*, James Morris, 77th Fighter Squadron, 20th Fighter Group, Kings Cliffe, Northants, UK, spring 1944
- 42-104107/47 *JEWBOY*, Lt Phillip Goldstein, 49th Fighter Squadron, 14th Fighter Group, Triolo, Italy, May 1944



7

### Armoured Cars in Polish Service: 1st Polish Armoured Division 1942-1946

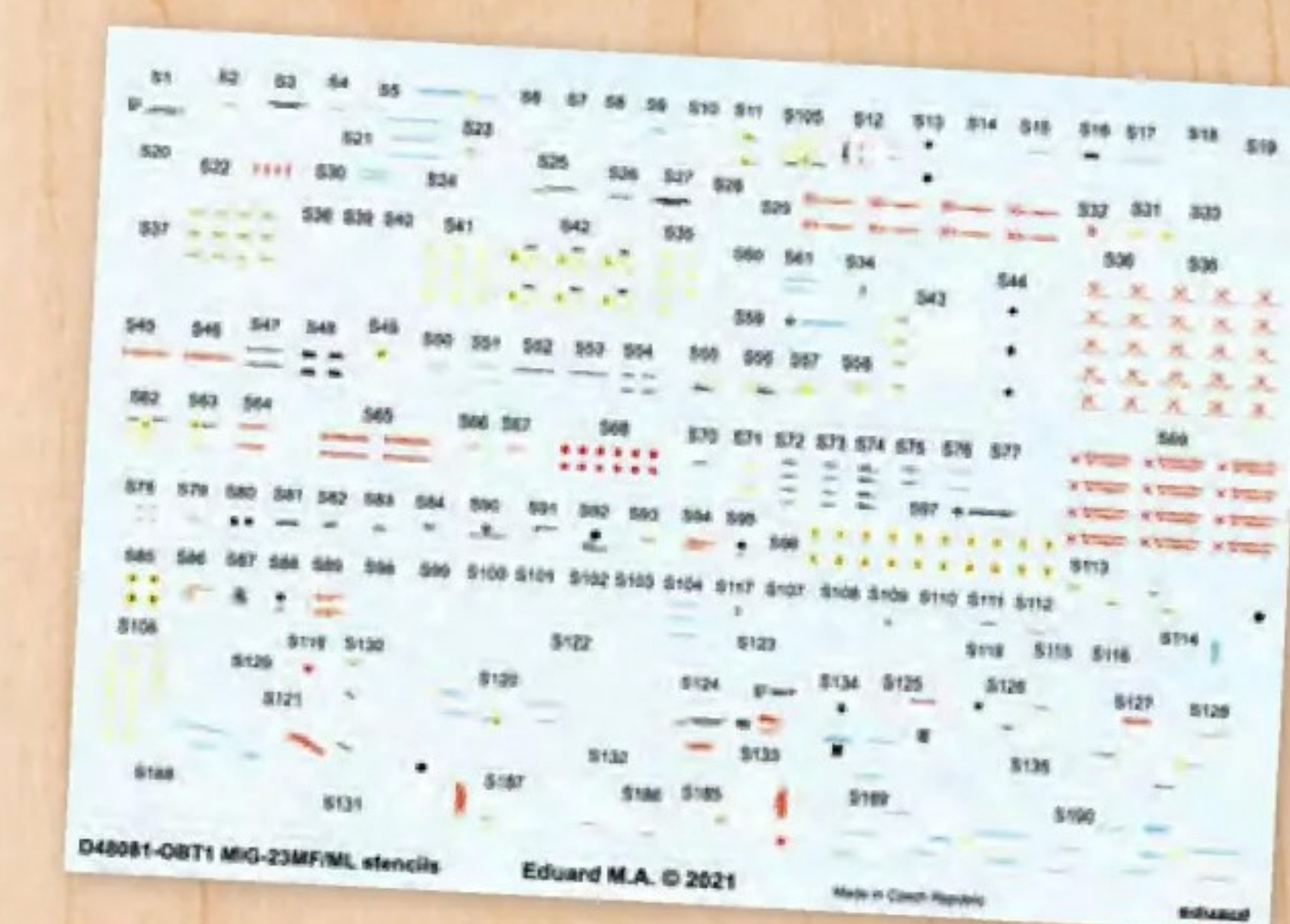
By: ToRo Models Scale: 1/48

Item no: 48D24 Price: €5

Web: [www.toro-model.com.pl](http://www.toro-model.com.pl)

Modellers wanting to build on the theme of Polish Army units during World War Two will appreciate this decal set from ToRo Models, which provides markings for five armoured cars in wartime and post-war service. Three vehicle types are included: Daimler Dingo II, M3A1 Scout Car and Humber Mk.IV and there's a full complement of decals, from registration numbers through to tactical and echelon symbols and three styles of national insignia (common star-types plus representations of the Polish flag – of note, not all vehicles featured these insignia). Full colour versions of the instructions are available via ToRo's website; four vehicles are clad in overall SCC 15 British No.15 Olive Drab, while the final option is in a locally produced grey-green tone – modellers are advised to check references for guidance on this tone. For some reason, armoured cars seem to garner little attention when compared to tanks – with relatively few kits of these vehicle types released by manufacturers – so this set will doubtless be welcomed by builders of military subjects. The five choices are:

- Daimler Dingo II, F 205 697, 10th Mounted Rifle Regt, England, 1942
- M3A1 Scout Car, Z-5515786, 2nd Armoured Regt, Germany, 1946
- Humber Mk.IV, F11731, 1st Reconnaissance Regt, England, March 1943
- Daimler Dingo II, F 205353, 1st Armoured Regt, England, 1942
- Humber Mk.IV, F133730, France, 1944



8

### MiG-23MF/ML stencils

By: Eduard Scale: 1/48

Item no: D48081 Price: £6.70

Web: [www.eduard.com](http://www.eduard.com)

While designed specifically for Trumpeter's 1/48 scale MiG-23MF and ML *Flogger* kits, this comprehensive stencil set should also be applicable for the older Esci/Ertl or Idea/Hobbycraft offerings (or their various reboxings). It comprises two decal sheets, both packed with finely printed legends, warnings, placards and data strips, with separate placement diagrams for the two *Flogger* sub-variants. Text legibility is excellent, with all but the smallest of the well-formed Cyrillic characters readable under a magnifying glass. Similarly, the colour definition, register and opacity are first-rate. Tonal boundaries are sharp, while the gloss carrier film should minimise the risk of silvering, although several decals were noted to have large 'empty' areas that would best be trimmed. Seven of the instruction booklet's eight pages are dedicated to placement, and there are multiple items for the wing and fuselage weapons pylons. In addition, all adapter rails common to the MF/ML variants are included within the scope of this set: APU-23 (for R-23/AA-7 *Apex*), single (APU R-60) and double (APU-6011) rails (for R-60/AA-8 *Aphid*) and APU-13MT (for R-13/AA-2 *AtoII*). Modellers are helped by the decals being grouped together on the sheets, with clear identification for each area of the airframe or missile rails. It's an ideal set for those seeking to either add refinement to their MiG-23MF/ML builds or replace missing/damaged kit markings.

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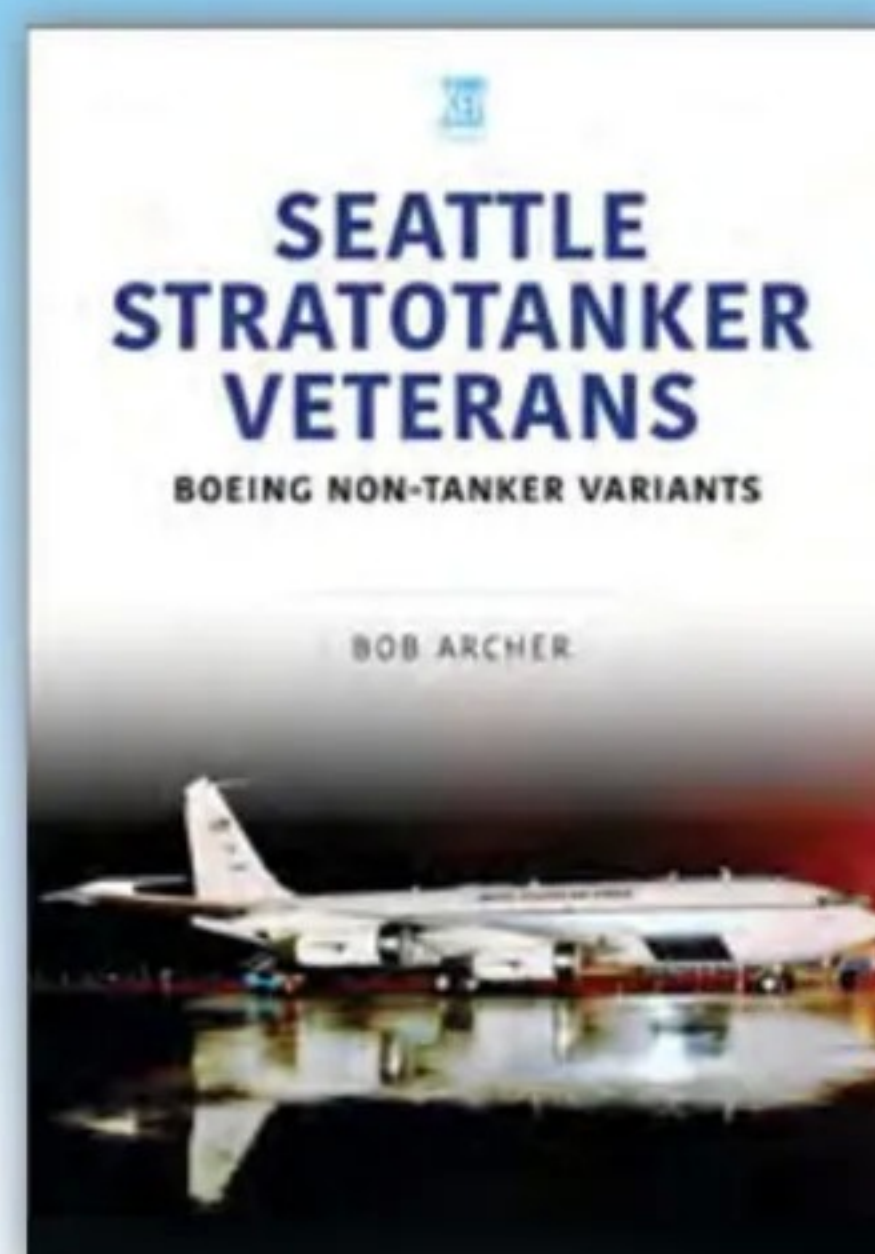
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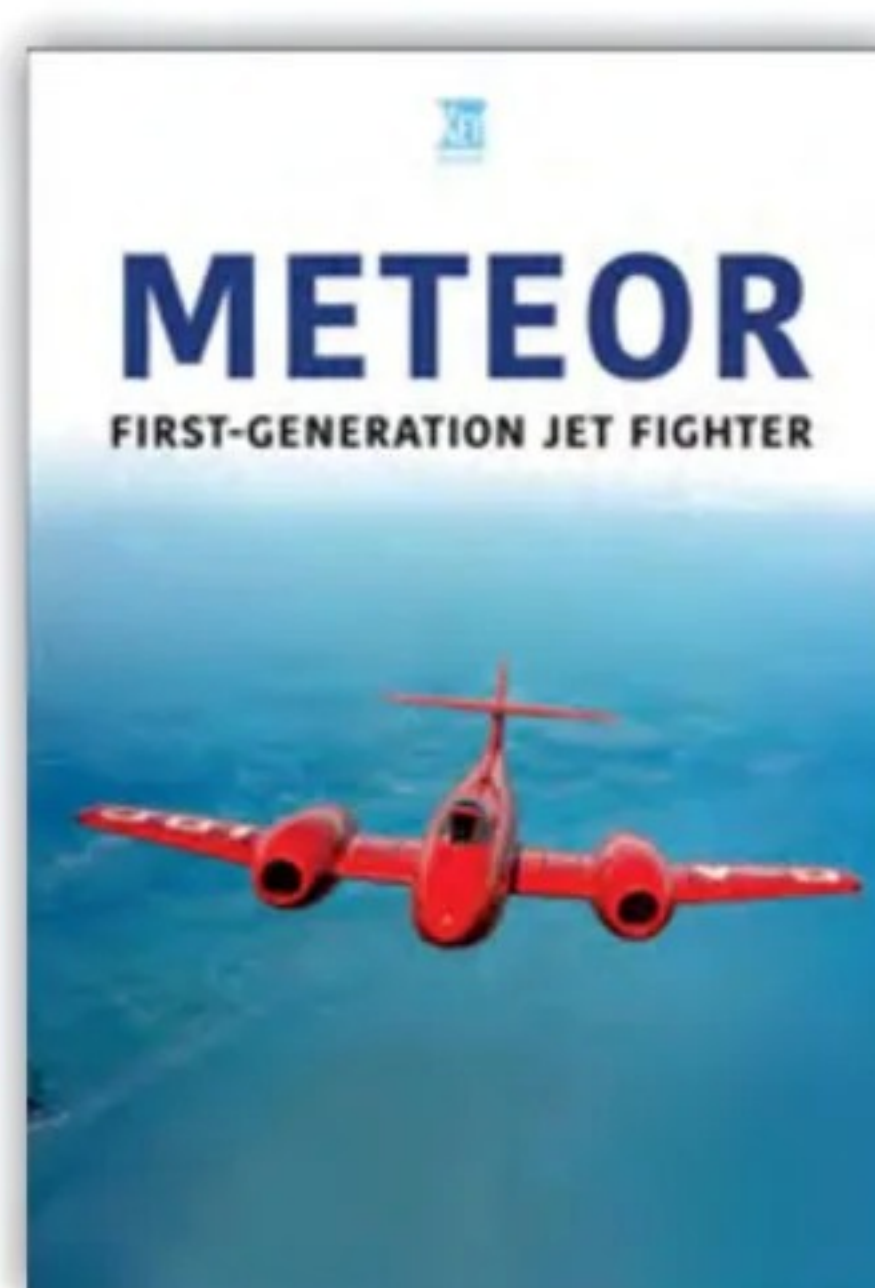
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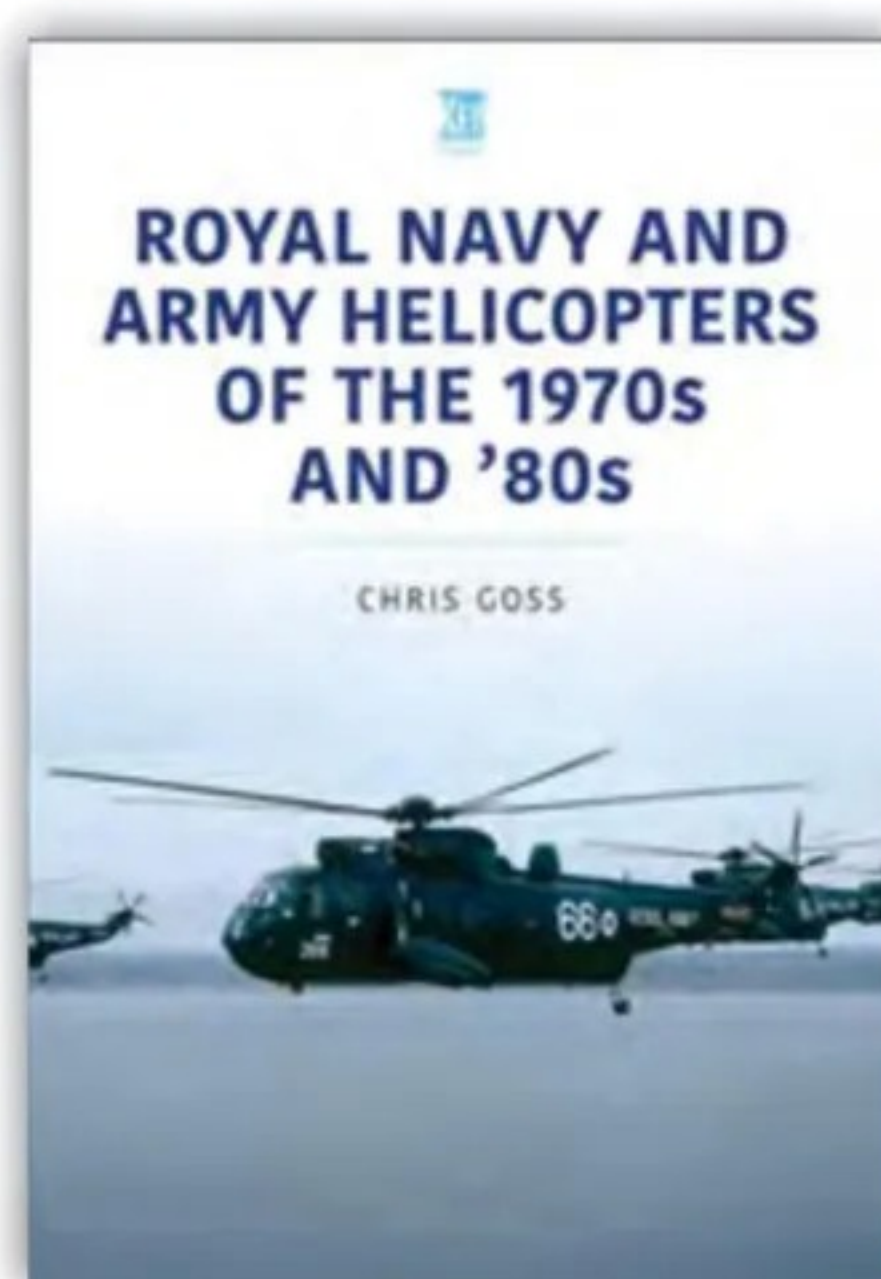
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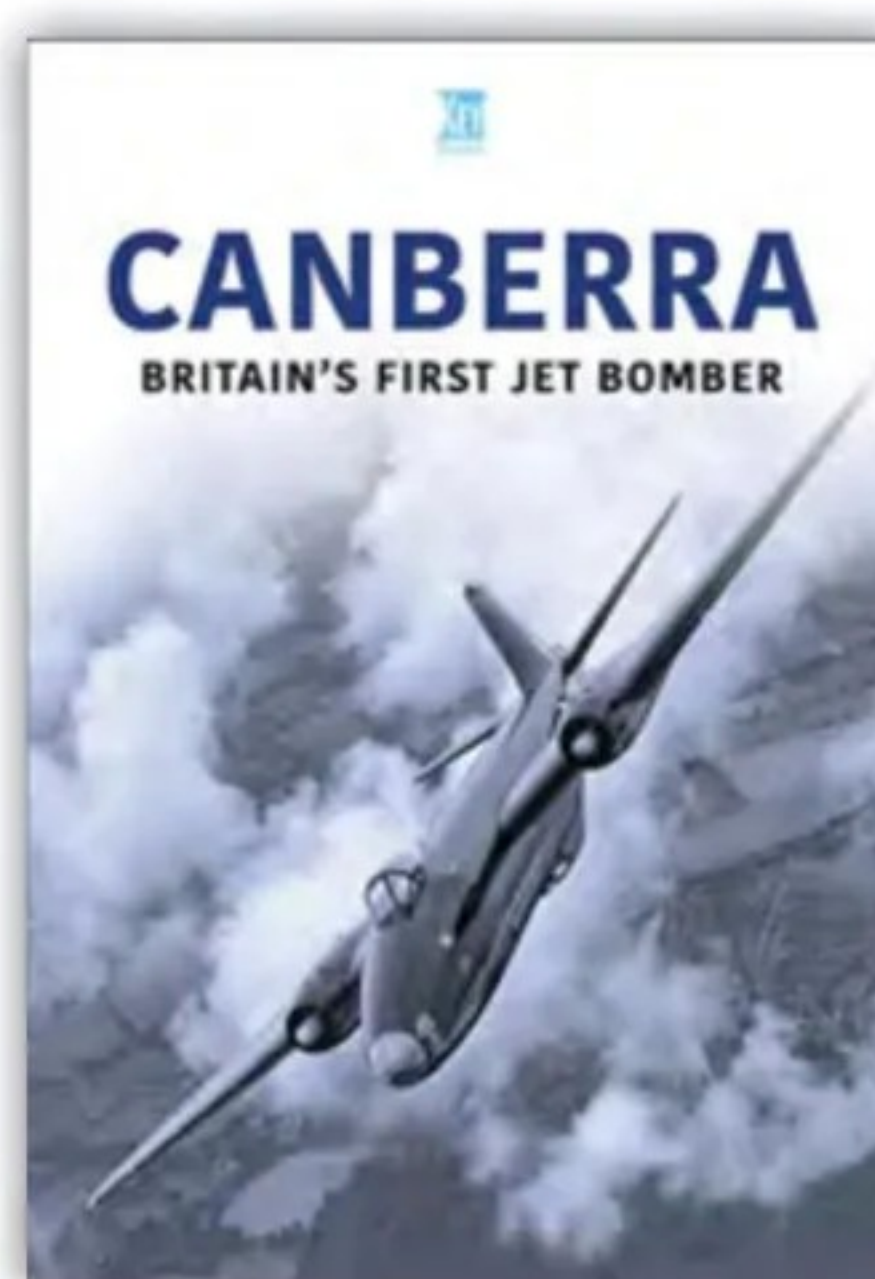
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## US Bomb 250lb AN-M57A1

By: Brengun Scale: 1/48  
Item no: BRL48101 Price: €14.90  
Web: [www.brengun.cz](http://www.brengun.cz)

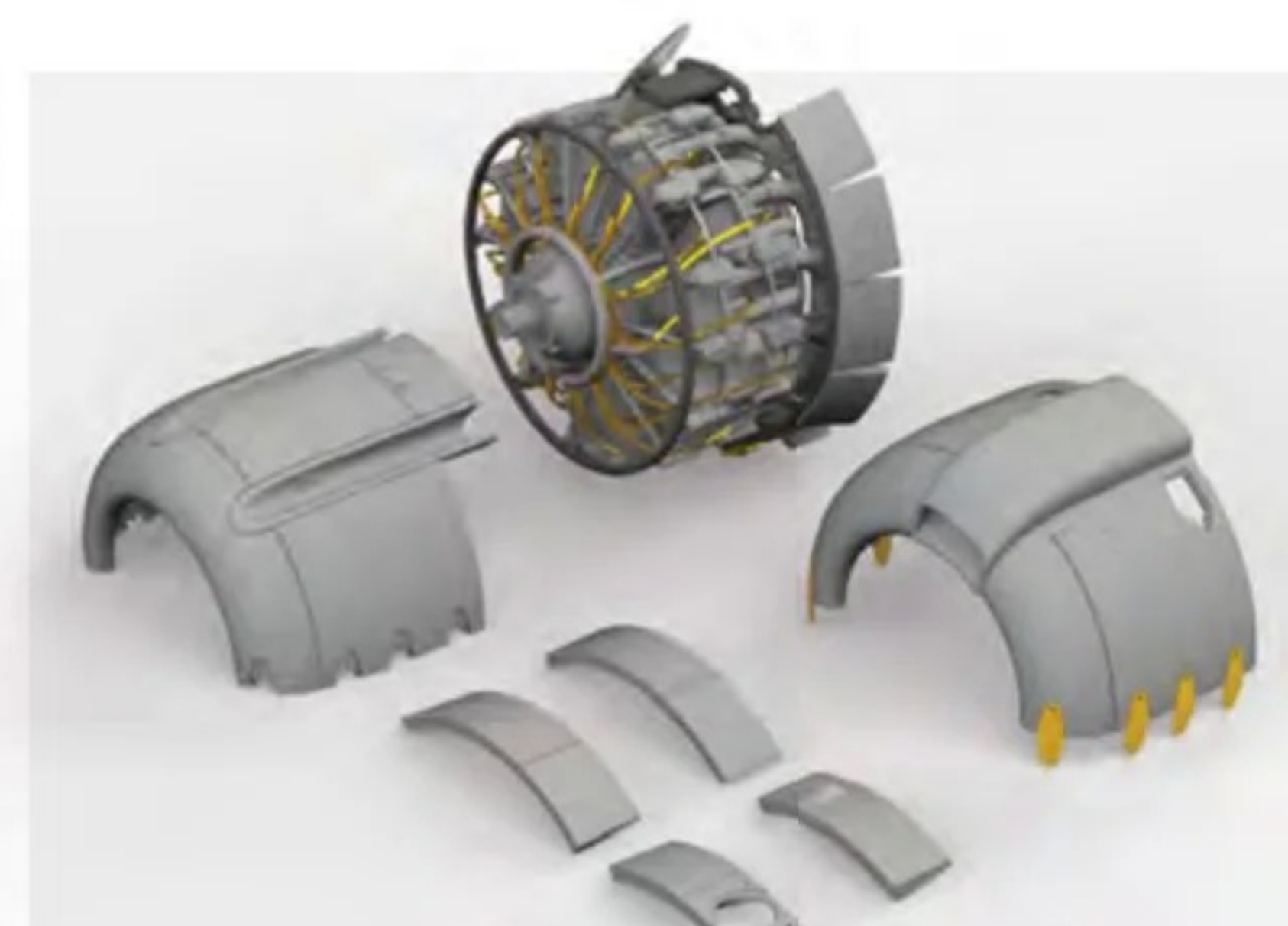
Accurate US weapons are a frequent shortfall in kits, but thankfully, Brengun has stepped forward with this delightful set of AN-M57A1 250lb bombs, which supplies enough parts for eight munitions. This set features the later version of M57, which replaced the box-type fins with a cruciform arrangement and would be suitable for US Air Force, Navy and Marine Corps aircraft in Korea and Vietnam. The main bomb bodies come in resin form, comprising two pieces, while the fins, front/rear arming vanes and carriage lugs are photo-etched brass items. No painting instructions are included, but AN-M57s were usually Olive Drab with yellow nose and body bands.



## European Farm Cart

By: MiniArt Scale: 1/35  
Item no: 35642 Price: £18.99  
Web: [www.creativemodels.co.uk](http://www.creativemodels.co.uk)

If you want inspiration for your next 1/35 diorama, MiniArt's superb farm cart kit offers a wealth of possibilities. This isn't the first farm cart manufactured by the firm (a smaller two-wheeled version was released in 2011), but this offering replicates a four-wheeled cart (designed to be towed by a tractor or truck), which could be employed for transporting vegetables, hay or any other type of agricultural produce. It comes on five runners, but two of these are repeated; noticeable immediately is the effectively moulded wood grain on the planks, each of which has a different grain pattern for maximum authenticity.



## A6M2 Engine complete

By: Eduard Scale: 1/48  
Item no: 648763 Price: £22.20  
Web: [www.eduard.com](http://www.eduard.com)

While the styrene engine parts in Eduard's new-tool 1/48 A6M2 Zero are more than adequate, for those wanting to have the powerplant on display then modellers may want to consider the firm's 3D-printed Brassin accessory set. The double bank of cylinders is provided as a single part, with integral valve rods; the exhaust pipe collector is replicated as a two-piece unit, while Eduard also supplies a full set of panels that are much finer than the kit components. A photo-etched brass fret provides the final embellishments in the form of induction cabling and fuel lines, making this a super addition to any 1/48 Zero.



## US Army 1950-1984 Vietnam & Korea Olive Drab

By: LifeColor Scale: N/A  
Item no: CS60 Price: £18.50  
Web: [www.airbrushes.com](http://www.airbrushes.com)

Italian company LifeColor has launched a useful set of colours for US Army vehicles between 1950 and 1984, comprising six 22ml screw-top bottles. It's more versatile than you might think, as it caters for the US Marine Corps as well as US Army, via these shades: Olive Drab 3412 Faded, FS 24052 USMC Green, FS 34087 Olive Drab, FS 24087 Olive Drab Faded, FS 14084 Olive Drab Faded, FS 24533 APC Interior Green. The code for the first paint listed is missing a digit (US Federal Standard paint codes have five digits), but we suspect it should be FS 34128.



## Towbar for MiG-15/17 and other jets

By: Special Hobby Scale: 1/48  
Item no: P48006 Price: €7.30  
Web: [www.specialhobby.eu](http://www.specialhobby.eu)

Here's a great accessory for your Bronco/Hobby 2000/Tamiya MiG-15s or Airfix/Smer/Hobbycraft/AMMO-MiG MiG-17s in the form of a stunning 3D-printed towbar for the nosewheel. Despite its overall complexity, there are just four parts: the main frame comes as a single-piece 3D-printed unit, on to which a resin towing eye is connected; two cable eyelets are then supplied on a photo-etched brass fret (with spares) for the addition of cables (which must be scratch-built) from the mainwheels. No painting guidance is included, so modellers will need to check references for the correct colours.



## WWII British Aircraft Armament

By: ICM Scale: 1/48  
Item no: 48407 Price: £13.80  
Web: [www.hannants.co.uk](http://www.hannants.co.uk)

ICM has been quick to follow up on its Beaufort kit with a superb set of bombs and racks for the type, much of which will also be applicable to Blenheims and Beaufighters. It's also great value for money, considering it contains the same torpedo and trailer as found in set 48405, yet is the same price. One runner is dedicated to this munition, while three duplicate frames each provide parts for a 1,500lb aerial mine, pairs of MC, GP and SAP 250lb plus MC and GP 500lb bombs. There are also two Bristol-type bomb racks per runner, which can be configured as wing or bomb bay units. Full bomb stencils and markings are also included.





## 2,000lb AN-M66A2 with M130 Conical Fin Assembly

By: CMK Scale: 1/48

Item no: 4459 Price: £9.80

Web: [www.cmkkits.com](http://www.cmkkits.com)

This version of the AN-M66 bomb was fitted with the more modern conical fin unit, which has cruciform 'wings' instead of the box-type tail unit on the earlier AN-M66A1, a common variant during World War Two and Korea. The A2 would eventually be replaced by the Mk.84 in the Vietnam era. CMK's superb accessory marries conventionally cast resin bomb bodies with a 3D-printed tail section, while the fuze arming vane is supplied in photo-etched brass form. Preparation is minimal and assembly straightforward, allowing modellers to add this munition to their A-1 Skyraider, F-8 Crusader, F-84F and A-6 Intruder models.



## WWII Aircraft Armament

By: ICM Scale: N/A

Item no: 3036 Price: £7.40

Web: [www.hannants.co.uk](http://www.hannants.co.uk)

Intended to accompany the firm's own British WWII British Aircraft Armament set (48407, see page 106), this water-based acrylic paint selection is also suitable for German, US and Japanese munitions and possibly Italian weapons. It comprises six 12ml screw-top bottles and is ready for brush painting, although modellers may wish to dilute it slightly to ease application – additional dilution will be needed when airbrushing. The colours are: 1071 Camouflage Green, 1057 Ochre, 1037 Dark Grey, 1002 Black, 1072 US Dark Green and 1026 Oily Steel. While these may not match official tones exactly, ICM advises mixing them to achieve accurate hues.



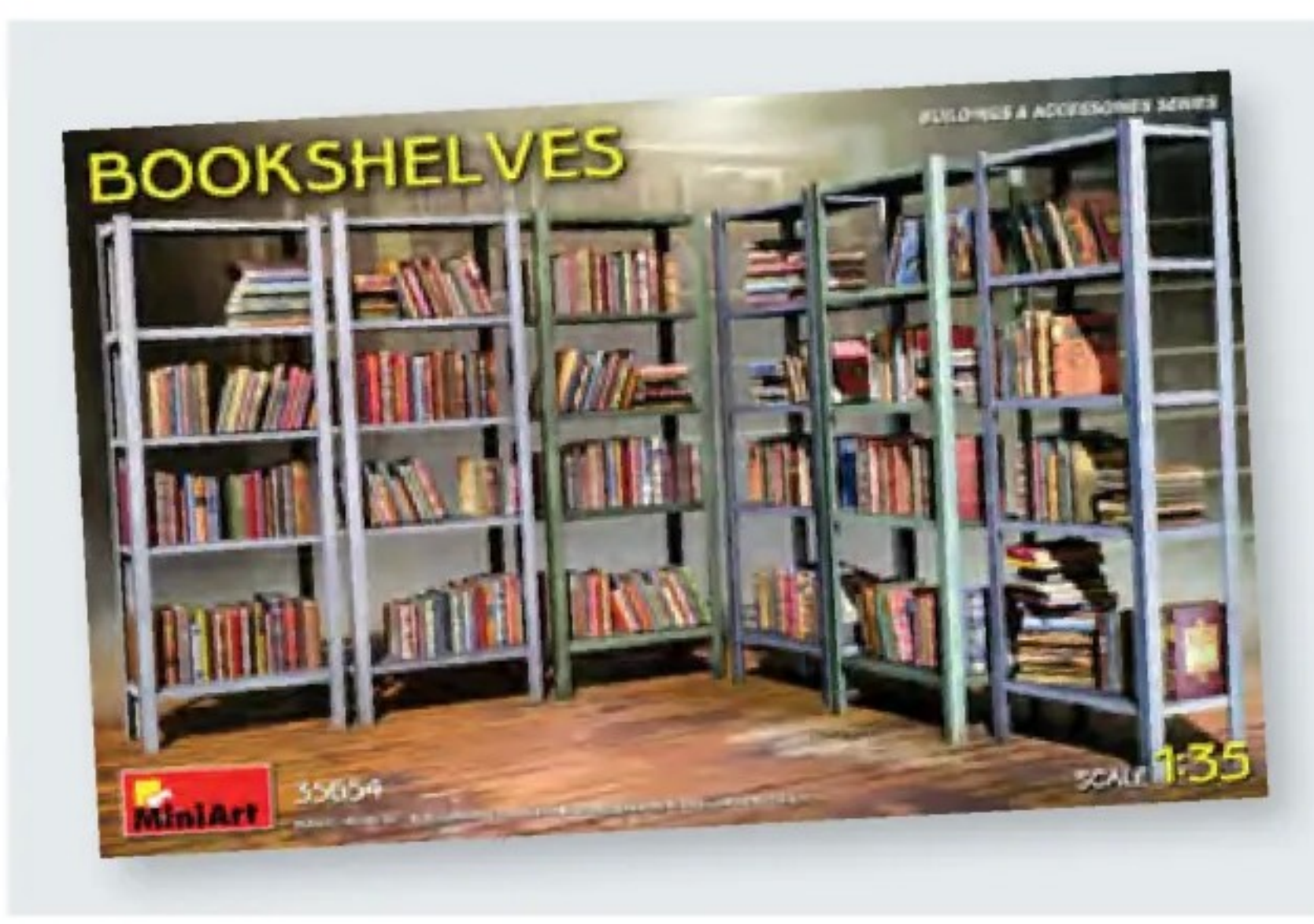
## TF-104G Late

By: Eduard Scale: 1/48

Item no: FE1139 Price: £12.64

Web: [www.eduard.com](http://www.eduard.com)

Designed to complement Kinetic's recent 1/48 two-seat F-104G, this two-fret 'Zoom' product mainly provides extras for the cockpit and ejection seats, plus embellishment for the rear equipment 'shelf', canopy, undercarriage bays and doors. There's a mix of pre-painted and plain photo-etched (PE) metal items, with the former including replacement instrument panels, side consoles, rear equipment boxes and circuit-breaker panels, while the latter provides detail for the sidewalls, cockpit sills, undercarriage doors and canopy mirrors. It's ideal for those wanting to improve the kit interior without having to deal with masses of PE additions.



## Bookshelves

By: MiniArt Scale: 1/35

Item no: 35654 Price: £15.50

Web: [www.creativemodels.co.uk](http://www.creativemodels.co.uk)

Whether you're creating a book store or room in a diorama, this well-designed set will provide more than enough shelf units and literary content to pose with them. Presented on nine styrene runners, there are sufficient parts for six bookshelves, each with up to five shelves (although six are provided). There are also nine examples each of five different book arrangements (with varying sizes), covering vertical, horizontal and sloped stacks of literature, allowing plenty of variety. The shelf units are of the metal-frame type, with the sides rendered as L-beams that have integrally moulded cross-members; these also serve as mounts/locating points for the shelves.



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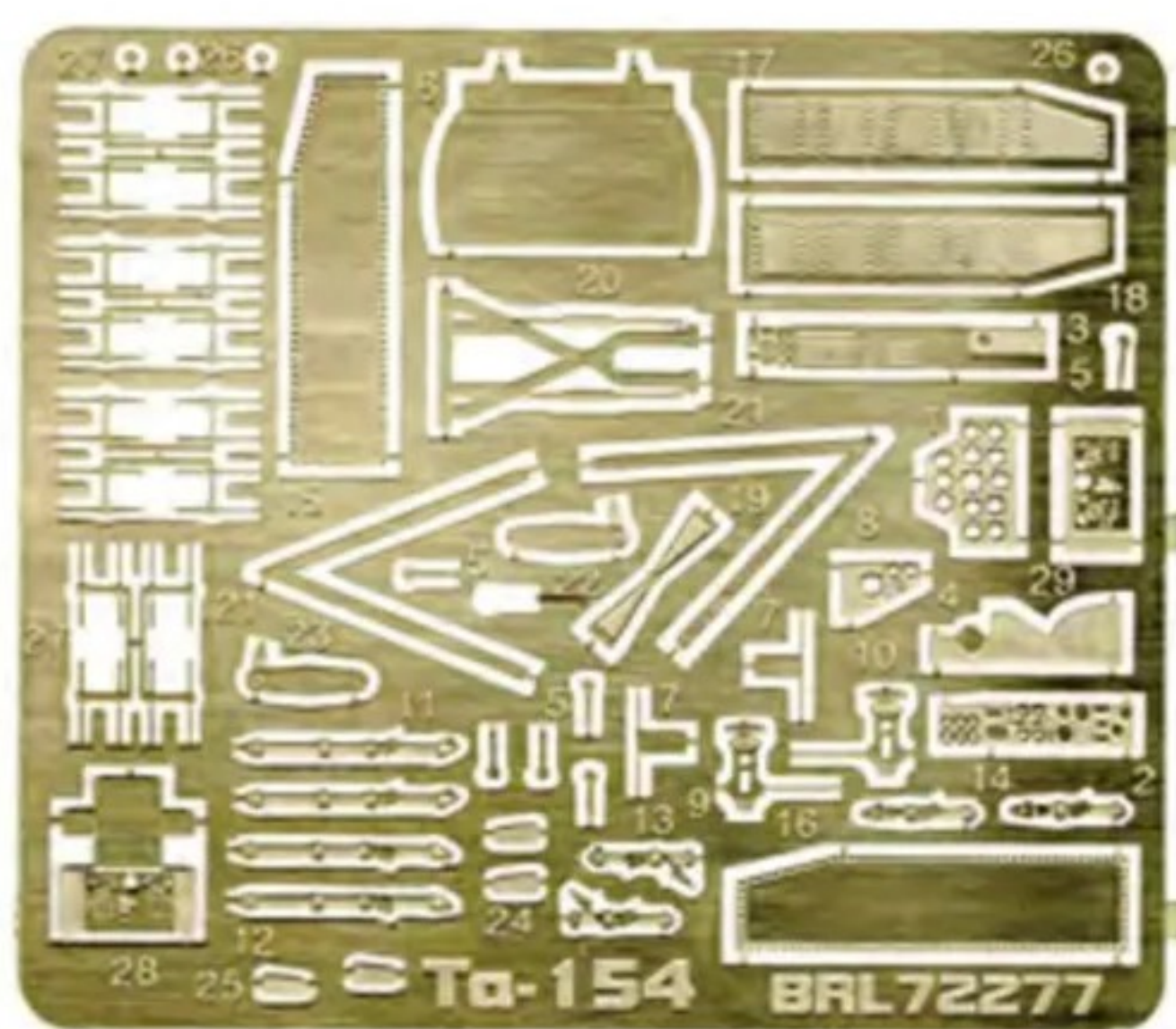
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## Focke-Wulf Ta 154

By: Brengun Scale: 1/72  
Item no: BRL72277 Price: €8.68  
Web: [www.brengun.cz](http://www.brengun.cz)

Designed to embellish Hasegawa's Ta 154 kits, specifically the A1 and V3 variants, Brengun's photo-etched metal upgrade set provides a wealth of detail, despite its small size. Most noticeably, there's a complete set of replacement FuG 220 dipole antennas for the V3's radar, while the undercarriage benefits from bracing struts and new scissor links, plus nosewheel bay doors – these last items are far superior to the kit styrene, but will need shaping. Most attention is given to the cockpit, with new instrument panels (with an acetate sheet inlay), rudder pedals, intermediate bulkhead and side consoles, all of which will improve the 'office' considerably.



## MiG-19 Exhaust Nozzles

By: Eduard Scale: 1/48  
Item no: 648590 Price: £10.27  
Web: [www.eduard.com](http://www.eduard.com)

One weak spot in Trumpeter's otherwise pleasing 1/48 MiG-19 concerns the exhausts/jetpipes, as the styrene items are very basic and lack detail. Step forward Eduard with this well-designed replacement/upgrade set comprising four resin and two photo-etched (PE) brass parts that will result in a far more convincing 'back end' to the model. Clever engineering means this is a drop-in replacement. The engine rear comes with a separate PE fuel injector ring for the afterburner, while the nozzle itself is far superior to the kit rendering, with Eduard advising modellers to add a length of wire to represent the fuel dump pipe.



## Acrylic Paints Set for Civilians

By: ICM Scale: N/A  
Item no: 3030 Price: £7.40  
Web: [www.hannants.co.uk](http://www.hannants.co.uk)

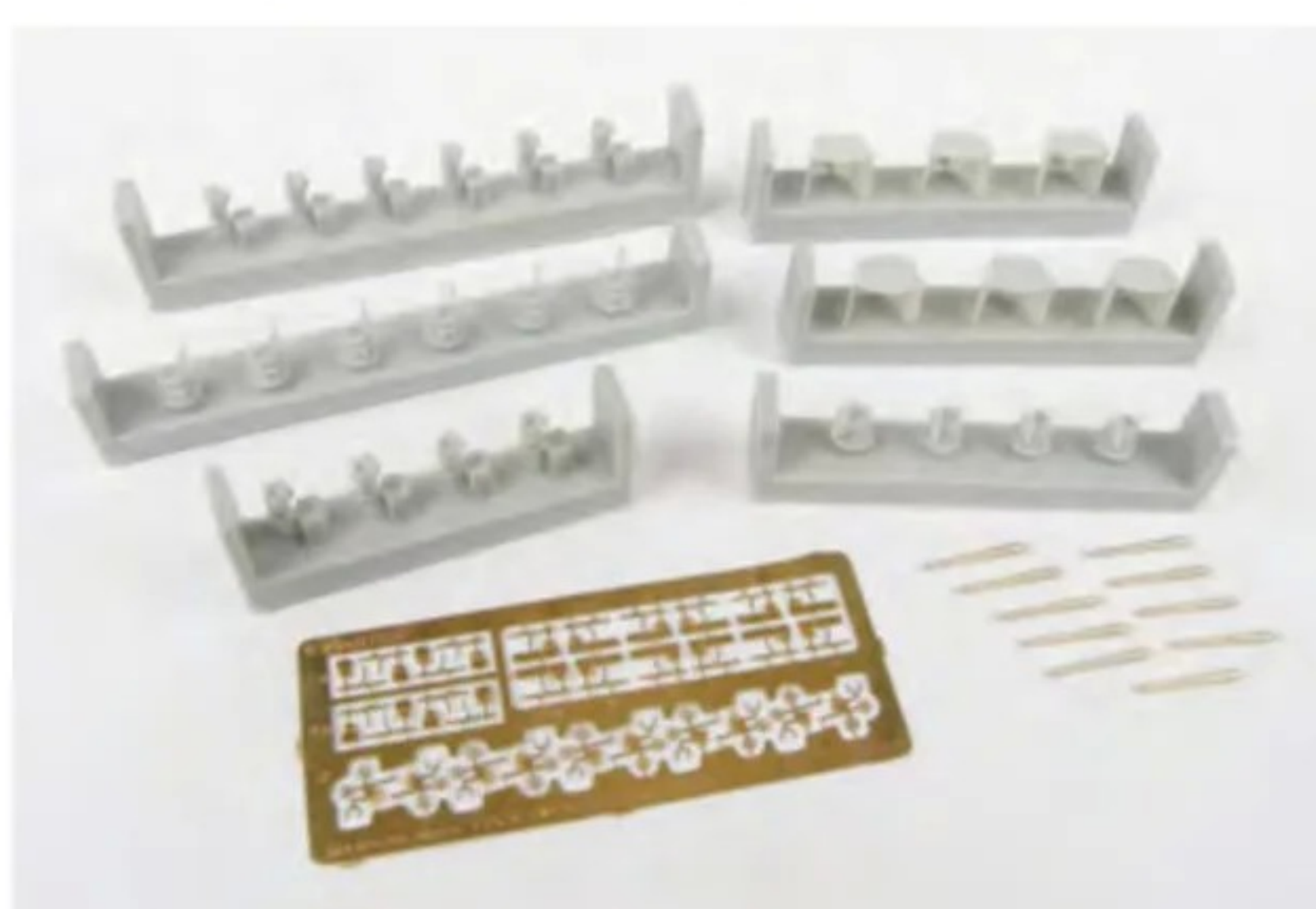
Here's another well-thought-out water-based acrylic paint set from ICM, this time intended for use with the firm's various civilian figure sets, although it's equally suitable for similar products from other manufacturers. Gone are the usual military hues, replaced by vibrant tones as seen on everyday clothing. The following colours are provided in 12ml screw-top bottles: 1005 Deep Purple, 1008 Deep Brown, 1009 Deep Green, 1030 Ivory, 1047 Red and 1077 Dark Blue. Modellers will need to find other paints for the flesh and hair colours. Intended for brush-painting straight from the bottle, these colours will require diluting with acrylic thinners for airbrushing.



## PT-579/588 Boat Radar Mast

By: Special Hobby Scale: 1/72  
Item no: N72041 Price: €9  
Web: [www.specialhobby.eu](http://www.specialhobby.eu)

This is the fifth Special Hobby set intended for use with Revell's recent 'family' of 1/72 scale PT boats, joining a further six from sister company CMK. It provides a lovely 3D-printed resin mast that features much finer detail than the styrene equivalent – notably with the radar mount – from the scale-thickness cross-braces to the delicate ribbing on the sides and top of the power unit (which isn't on the styrene alternative). There's also a photo-etched brass radar antenna with open structure to replace the kit's solid component. Preparation is minimal thanks to the fine printing 'pegs', and this will make for a significant improvement over the kit parts with minimal effort.



## SMS Emden 10.5cm SK L/40

By: Master Model Scale: 1/350  
Item no: SM-350-113 Price: £22.70  
Web: [www.master-model.pl](http://www.master-model.pl)

Designed for Revell's Dresden-class light cruisers (SMS *Emden* and *Dresden*), this exquisitely detailed 3D-printed resin and turned brass set is equally suitable for anyone scratch-building Bremen-, Gazelle-, Itis- or Königsberg-class vessels. There are six printing frames plus turned brass barrels and a photo-etched brass fret, which together supply parts for six placements with an open-backed armoured shield and four un-protected emplacements. The detail is stunning, notably on the gun breeches and pedestal/cradle, while the shields have commendably thin sides. This is a quantum leap over Revell's styrene parts and will transform the finished model.



## P-38J Lightning

By: Yahu Models Scale: 1/48  
Item no: YMA4912 Price: £5.20  
Web: [www.yahumodels.com](http://www.yahumodels.com)

While this is ideally suited for Tamiya's recent P-38J, Yahu's four-piece drop-in instrument panel and switch console can also be used in Academy or Hasegawa renderings of this type. The main panel is in typical Yahu format, comprising a pre-painted, laminated structure that sandwiches clear acetate to represent glass dial covers, with each being easily readable when magnified. This is joined by a three-part switch console, which fits beneath the main item – the largest part must be folded to shape and requires a separate acetate sheet (representing additional dials) to be attached. It's a great way of improving the cockpit without much hassle.



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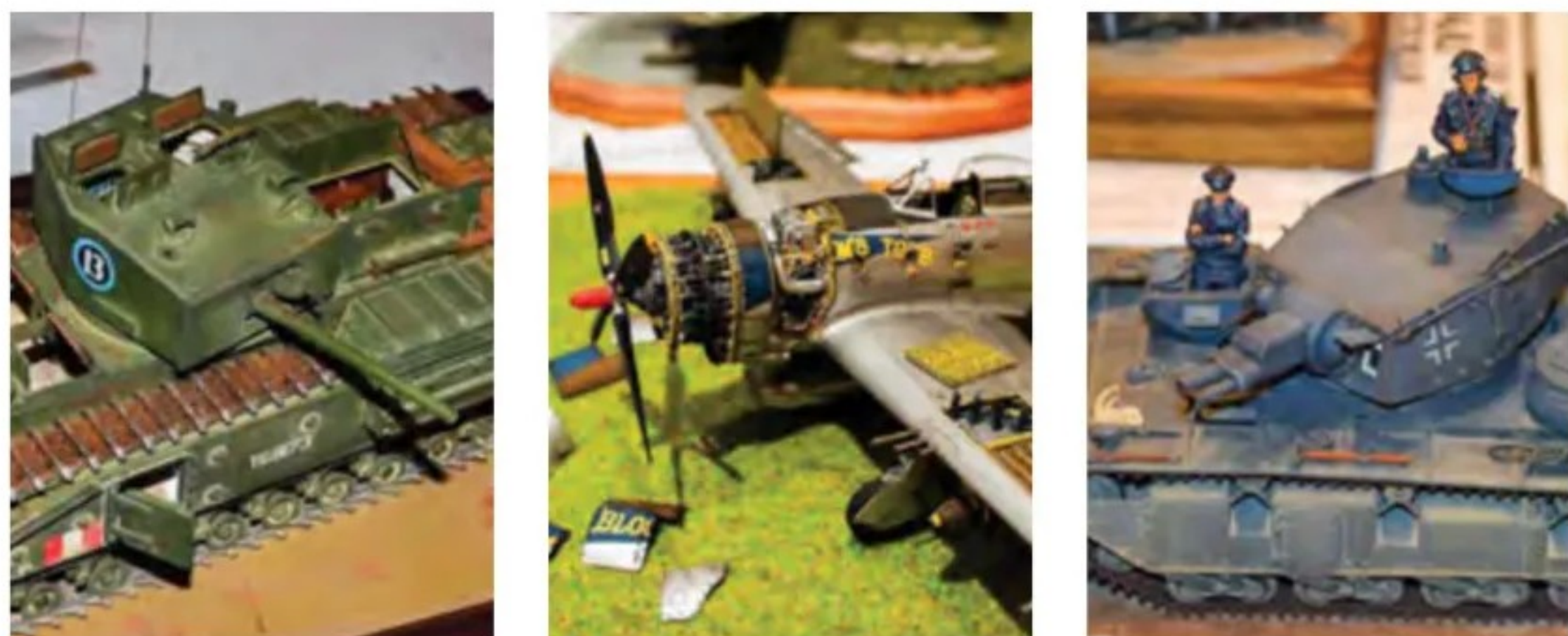
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# DISPLAY CASE



This month's reader feature is a wide-ranging edition, covering several facets of the hobby

## 1 Ebbro Lotus 72C

Waveney Modellers Group member David Murton enjoyed building Ebbro's 1/20 scale Lotus 72C – replicating the revolutionary 1970s F1 machine – despite issues with the red-toned styrene causing bleed-through on the white areas. Zero Paints products were used for the Gold Leaf livery, with decals applied for Jochen Rindt's Brands Hatch-winning entry from 1970.

## 2 Italeri Norton 500cc Manx motorcycle

It's always great to build a model commemorating a family connection. Keith Melville constructed Italeri's ex-Protar 1/9 Norton 500cc Manx as ridden by Geoff Duke in the 1951 Isle of Man TT as a tribute to his father, who built the motorbikes as an AMC worker in Woolwich, London. The only modification made was re-spoking the oversized wheels.



## 3 Airfix Northrop F-5 Freedom Fighter

Ron Wilkinson's unusual take on Airfix's 1966-vintage F-5 Freedom Fighter was the result of the kit residing on the 'ledge of doom' for a lengthy spell. Returning to the project, the model was finished as a parts reclamation airframe held at Davis-Monthan AFB – known as 'The Boneyard' – with the rudder, flaps, slats and undercarriage removed plus weathering added.

## 4 Plastic Soldier Company Universal Carrier and A10 Cruiser Tank

This 1/100 diorama was constructed by Columbus, Ohio-based modeller Ron Bell using British firm The Plastic Soldier Company's small-scale miniatures. It depicts the confusing 2nd British Expeditionary Force retreat from Europe during World War Two, where some units were sent to the French port of Brest and others to Cherbourg. Vehicles were from the box, with the base an RR paper product and a home-made street sign.



## Submit YOUR project!

Want to feature your recently finished project in *AMW*? Send a high-quality photo of the model against a white background and tell us about any aftermarket products or special techniques to: [stuart.fone@keypublishing.com](mailto:stuart.fone@keypublishing.com)

The next issue of *Airfix Model World* (issue 154) will be on sale in UK shops on August 3



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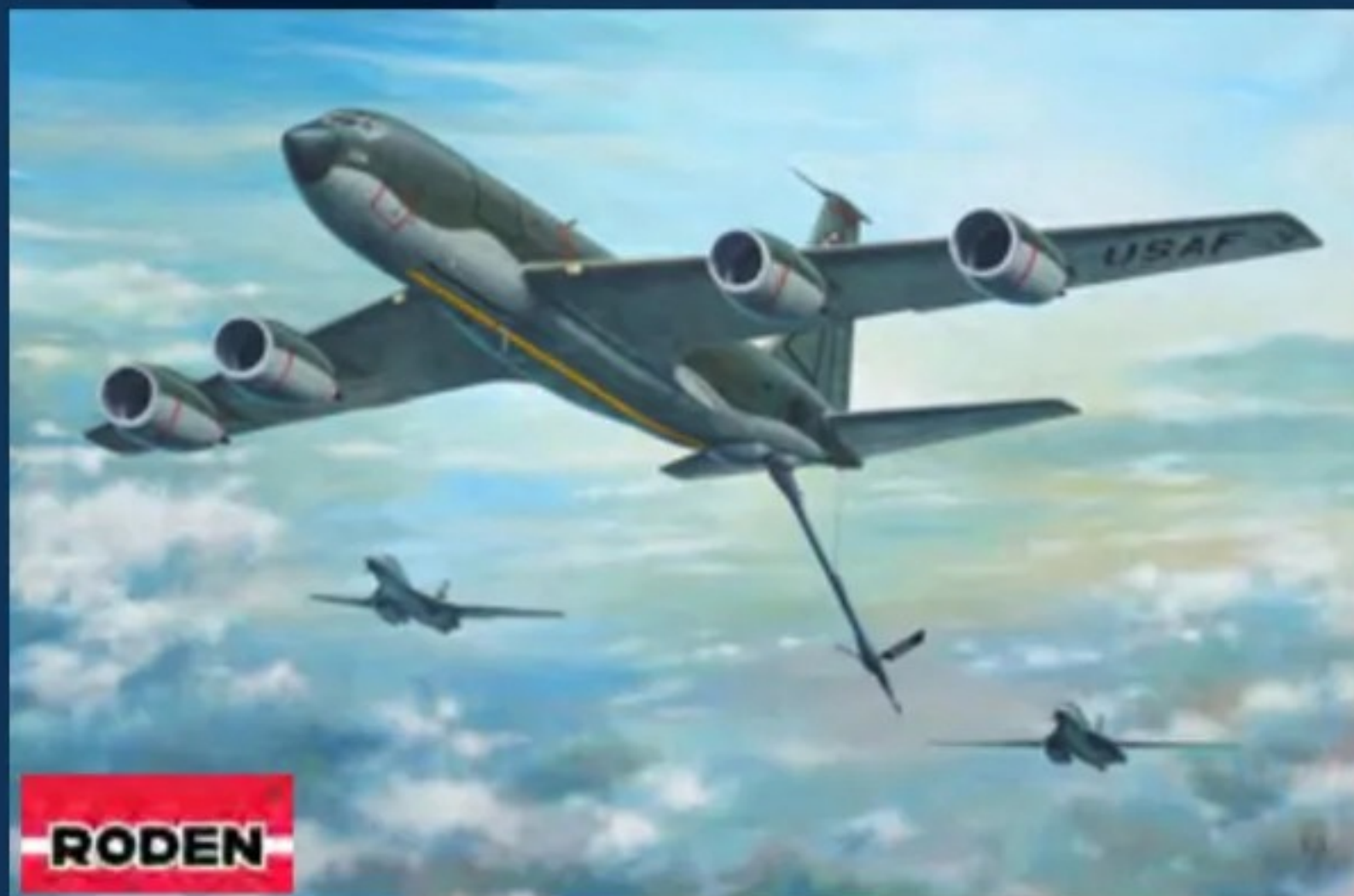
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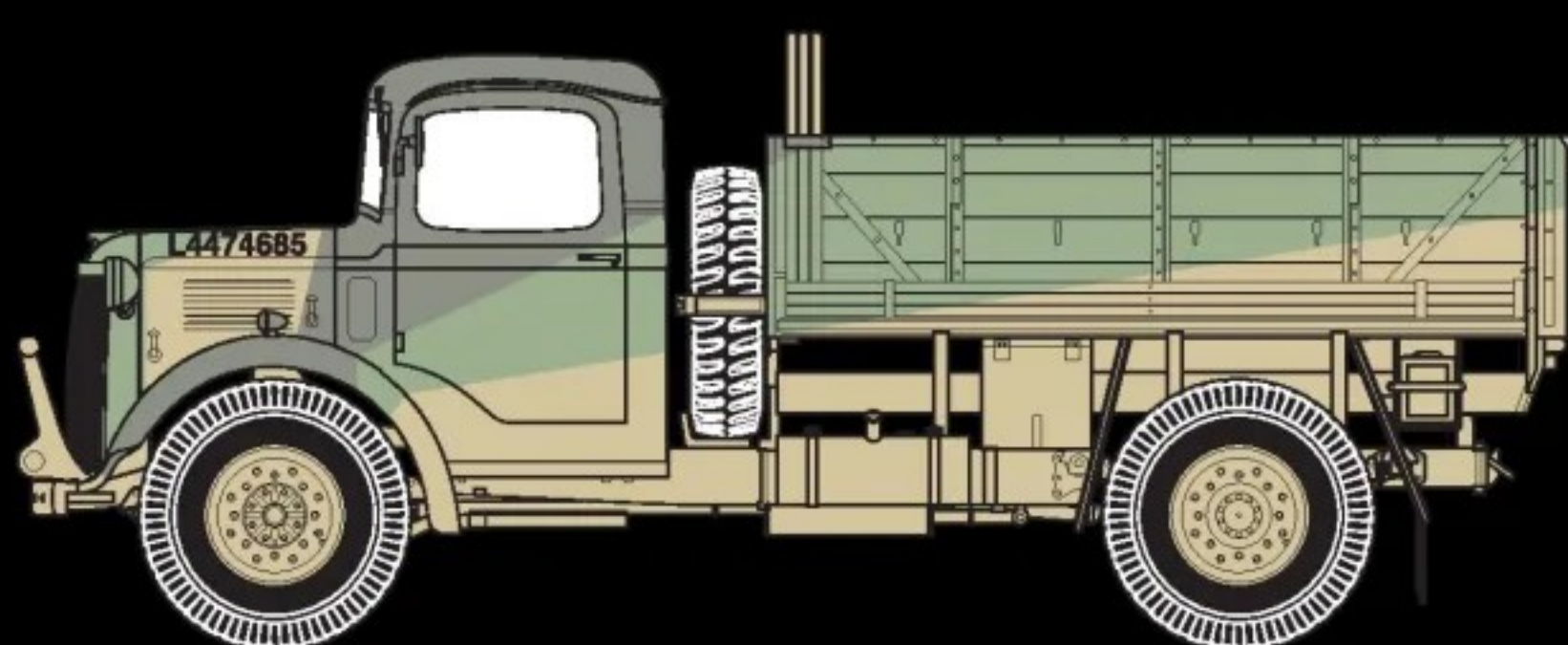




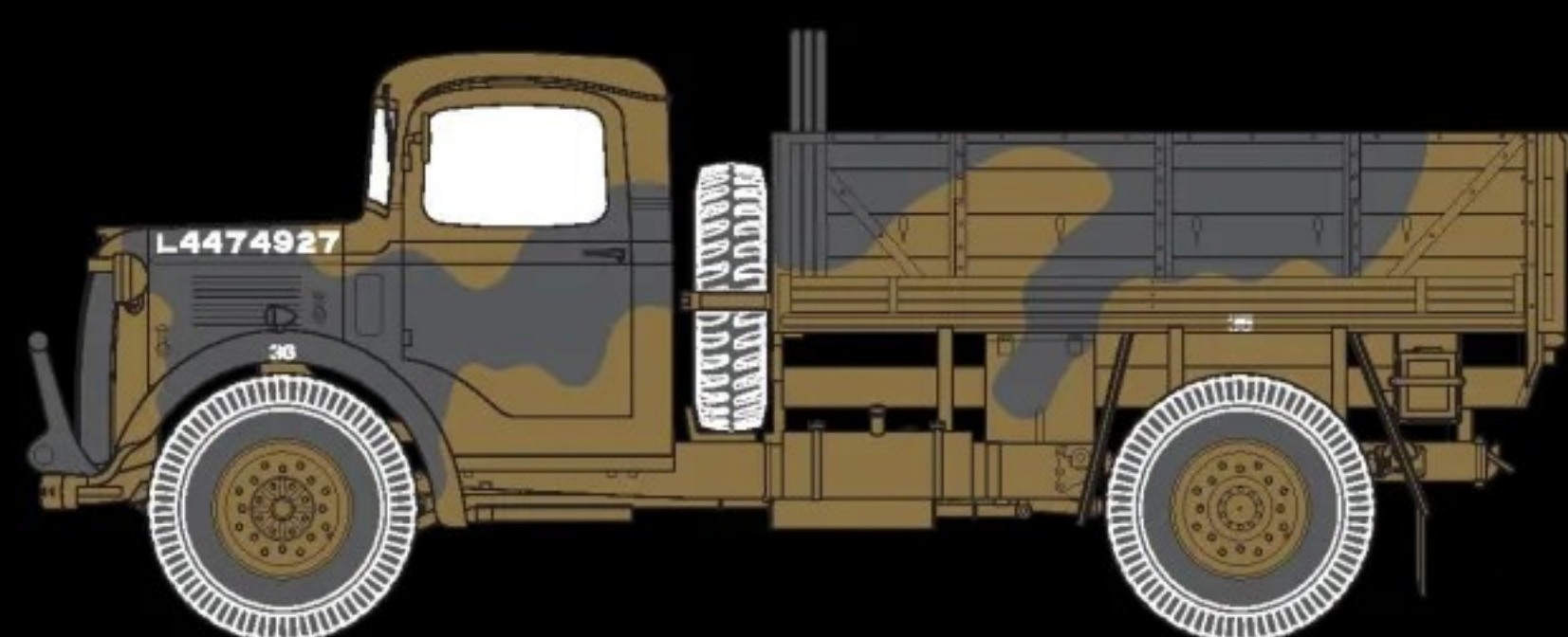
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# WWII British Army 30-CWT 4 x 2 G.S. Truck A1380



BRITISH ARMY 30-CWT 4 X 2 G.S. TRUCK  
419th Company, Royal Army Service Corps (Divisional Supply Company),  
70th Infantry Division, Tobruk, Western Desert, August 1941.



BRITISH ARMY 30-CWT 4 X 2 G.S. TRUCK  
Evaluation unit, Russia, 1944.

Length 156mm Width 66mm Pieces 133

As Britain prepared for war in the late 1930s, the military was not just desperately in need of vast numbers of aircraft, tanks, and guns, they also needed many thousands of trucks and general utility vehicles to support all kinds of operations. The ability to effectively supply modern, mechanized armies with huge amounts of fuel, ammunition, food, and other commodities they would need was crucial to the success of any military

campaign and as the speed of war increased, so these supply lines began to lengthen. Rugged, reliable, and adaptable, these trucks would have a vital role to play in the coming conflict.



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